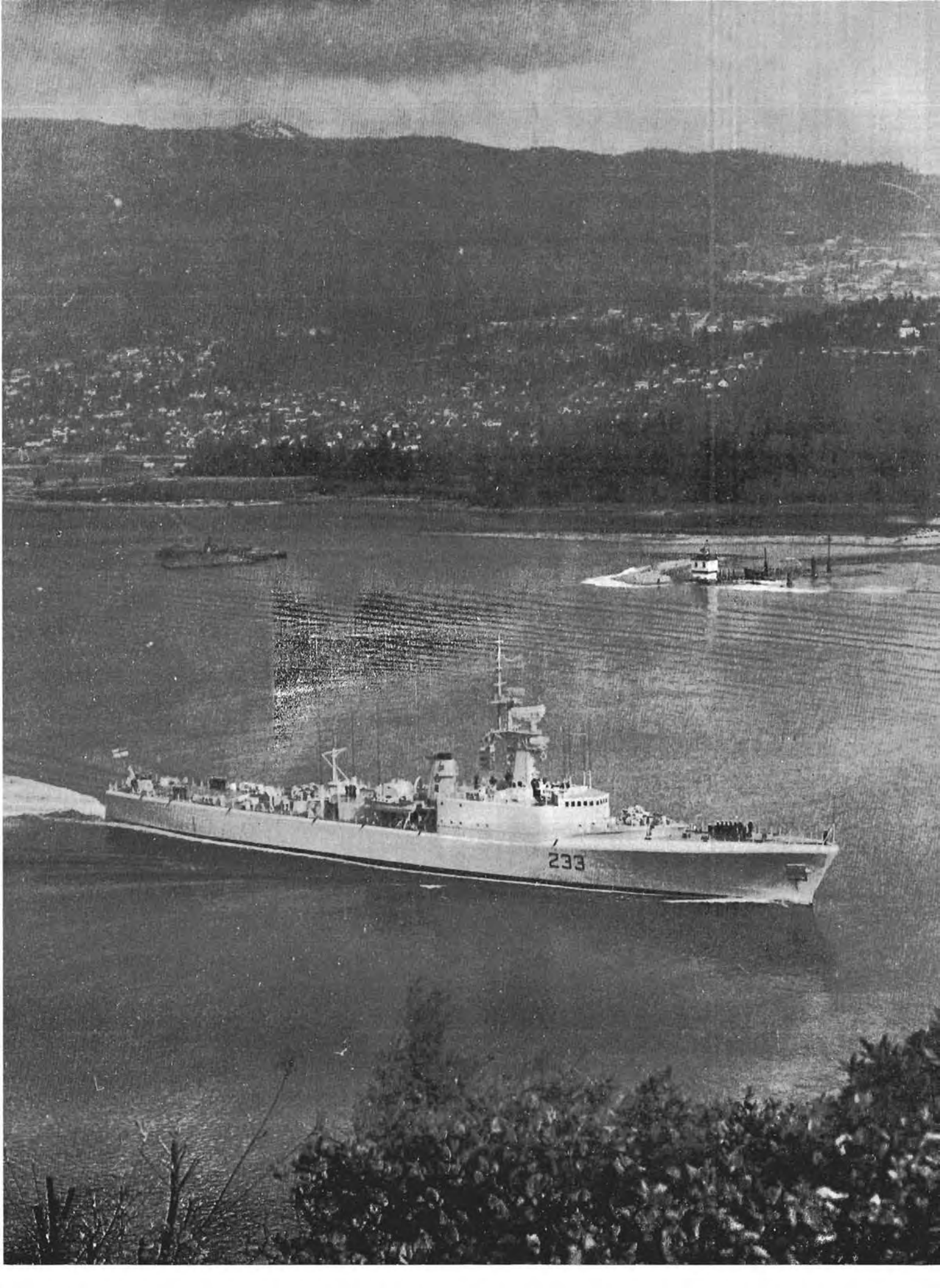


The CROWSNEST



Vol. 10 No. 10

August, 1958



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THE ROYAL CANADIAN NAVY'S MAGAZINE

AUGUST, 1958

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LADY OF THE MONTH

Just a short while before this picture was taken, HMCS *Fraser* had steamed past the spot where the muddy waters of her namesake river pour into the sea.

The Fraser River forms the southern boundary of the city of Vancouver. The northern boundary is Burrard Inlet, which the *Fraser*, pictured here from Prospect Point, is about to enter.

Thirteen months ago, the *Fraser* appeared on the opposite page as "Lady of the Month". That was in recognition of her commissioning as a unit of the RCN and Pacific Fleet on June 28, 1957. This time she appears as a participant in B.C. Centennial celebrations. The picture is produced here by courtesy of *The Vancouver Province* and was taken by their photographer Bill Cunningham.

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Naval Headquarters,
Ottawa, Ont.

The Cover—A delicate evolution that requires prompt and co-ordinated obedience to orders occurs immediately after the pipe; "Away seaboard's crew! Man the seaboard!" The crew on this occasion is composed of UNTD officer cadets undergoing summer training in HMCS *Swansea*. (SWE-0019)



RCA NEWS REVIEW

Typical of the pageantry of Canadian Services Colleges graduation ceremonies early this summer is this view of Royal Roads cadets marching in line towards the saluting dais. (E-45186A)

Cruiser Rescues U.S. Yachtsman

In a fine example of how to win friends and influence people, the cruiser *Ontario* and the destroyer escort *Athabaskan* preceded their most recent visit to San Francisco with the rescue of a distressed U.S. yacht and the lone occupant, Donald J. Forbes.

The result was that their call at the California sea port June 23 to 27 gained more than the usual public notice with the ships enjoying favorable newspaper and radio publicity for finding and taking in tow the yacht *Loreen* which was in distress 150 miles northwest of San Francisco. Rudderless and with engine disabled, the yacht had been drifting for 13 days.

Other marks of appreciation came from the commandant of the U.S. Coast Guard in that area who messaged to the Canadians: "Your prompt and capable assistance, case of yacht *Loreen*, deeply appreciated in this command."

The visit brought the usual exchange of hospitality between the ships and their hosts ashore. On the first night the commanding officers of the two ships and a number of ships' officers attended a reception given by the Canadian Consul General.

On the following evening, the two commanding officers and another group of officers attended a reception given by Admiral Russel, commandant of the 12th Naval District.

On the third night, the *Ontario* played host to 100 U.S. military and San Francisco citizens, as well as 25 Royal Canadian Air Force Officers in the area.

In the sports activities, the *Ontario* made a good showing, with the following results:

Softball—*Ontario* 17, Armed Services Police 7; *Ontario* 12, USN accountancy personnel 6.

Volleyball—*Ontario* 3 games, *Athabaskan* 0 games.

Degrees Promised RMC Graduates

Bachelor's degrees in arts and science, comparable to those given by Canadian universities, will be granted to future graduates of the Royal Military College at Kingston, it was announced by the Ontario government in late June.

It is expected that the necessary formalities will be completed in time for the graduating class of the spring of 1959.

Previously, RMC graduates have had to spend one year of study at a university to obtain their degree.

200 Take Part in Searchlight Tattoo

Two hundred officers and men of the Royal Canadian Navy's Pacific Command participated in the British Columbia Centennial Searchlight Tattoo in Vancouver's Empire Stadium each evening from June 23 to July 1, inclu-

sive. It was one of the most spectacular military pageants ever staged in Canada.

Taking part was a 100-man naval guard, 54-member naval band from *Naden*, and two gun-crews of 22 men each.

In charge of the entire 200-strong Tattoo contingent was Lt. H. W. Vondette. Lt. D. A. MacDonald was officer-of-the-guard.

The naval personnel took part in a series of the Centennial Tattoo events, including the grand finale of each evening's performance.

Later, the guard and band were to play a leading role in various ceremonies related to the July visit of HRH the Princess Margaret to Victoria and Esquimalt.

Stadacona Band Plays in Ottawa

Honoured by being chosen as one of the three Service bands to play in Ottawa as part of the capital's Dominion Day celebrations, the band of HMCS *Stadacona* participated in a colourful and stirring massed band concert on the lawns of the Parliament Buildings on the evening of July 1.

The other musical units, playing before a highly appreciative audience of several thousands, were the bands of the Royal Canadian Corps of Signals from Kingston, and the Royal Canadian Air Force Central Band from Ottawa.

The *Stadacona* band was led by A/Cd. Off. (SB) Thomas Milner, band officer, who rotated with Army and RCAF bandmasters in conducting the excellent musical program, which opened with Cd. Off. Milner directing the massed bands in a nautical medley.

Many visitors to the capital were among those who filled every available seat in the special stands which had been erected for the day, while others grouped around the band enclosure or sat on the lawns throughout the two-hour concert.

Like their colleagues from *Naden*, the *Stadacona* musicians have been particularly busy this year. Among many engagements so far, they have played at the opening of the June Fair in Halifax and at the official opening of the softball league in that city.

The *Stadacona* band came into existence when the Royal Canadian Naval Volunteer Reserve Band was formed in Halifax in January, 1940, under the command of Lt.-Cdr. A. E. Zeally. It grew steadily as the war progressed, and at the end of hostilities totalled 60 members. It was in demand for many performances and was chosen to play at the Canadian National Exhibition in 1942. It also toured the Maritimes extensively during those years.

When the war ended, nearly all the bandsmen were discharged. Of those who were left, Lt. (SB) S. E. F. Sunderland (now bandmaster and officer-in-charge of the RCN School of Music, *Naden*, and Staff Officer (Bands) on the staff of FOPC), CPO Michael Nold, CPO V. C. Goodridge and PO William Stitt went to *Naden* in February 1946 to help in recruiting and training new bandsmen. They returned to *Stadacona* in December 1946 with a band of 14 men and Lt. Sunderland as bandmaster.

Since then the band has been in demand for concerts and has made many tours, among which have been trips to New York and to many cities and towns in Canada.

On the occasion of Her Majesty's visit to Canada in 1951 as Princess Elizabeth, the band was chosen to play for the RCN Royal Guard, mounted in Halifax.

The band serving in the *Bonaventure* is also drawn from the *Stadacona* band, which acts as the depot for all east coast bands. As a result, many of the *Stadacona* bandsmen have been afloat on a number of goodwill cruises. They are usually rotated between ships and shores about every two years.

A unique feature of the band is that it is the only one of the RCN with a string section, which plays for such occasions as mess dinners. It also has

a 14-piece dance orchestra and a Dixieland combination.

Lt.-Cdr. (SB) H. G. Cuthbert succeeded Lt. Sunderland in July 1956 as bandmaster and also serves as Staff Officer (Bands) on the staff of the Flag Officer Atlantic Coast.

SACLANT Marks Dominion Day

The 91st anniversary of Canada as a self-governing dominion in the British Empire was observed with special ceremonies on Tuesday, July 1, at the Norfolk, Virginia, headquarters of Admiral Jerauld Wright, USN, NATO's Supreme Allied Commander Atlantic.

Vice-Admiral L. S. Sabin, USN, Chief of Staff and Aide to SACLANT presented the Canadian flag to the honoured nation's representative, Captain C. P. Nixon, RCN, Assistant Chief of Staff for Personnel and Administration, who in turn presented his country's colours to the U.S. Marine Corps Colour Guard for hoisting with the flags of the 14 other NATO nations.

The ceremonies included playing of the national anthems of the United States and Canada by a U.S. Navy band, and the parading of the U.S. Marine Corps Honour Guard.

Ottawa Post for Captain Littler

Captain John C. Littler, commanding officer of the *Ontario*, has been appointed Co-ordinator of the Joint Staff at National Defence Headquarters in Ottawa.

Captain Littler will be granted the acting rank of commodore while holding his new appointment which begins in September.

Air Squadrons Train at Coast

Five naval reserve air squadrons from as many naval divisions arrived at the Royal Canadian Naval Air Station, *Shearwater*, July 6 for 12 days training.

The five squadrons which formed the Reserve Air Group were: VC 920, Toronto; VC 921, Kingston; VC 922, Victoria; VC 923, Quebec City and VC 924, Calgary. This is the second year that aircrew and ground personnel of the RCN(R) have carried out summer training as a single component.

Highlighting the concentrated training program was a conversion course for 20 naval reserve pilots to the RCN's two engine CS2F (Tracker) aircraft. The Tracker is the Navy's anti-submarine aircraft used on carrier operations.

Other training, which is designed to provide refresher and advanced courses

for pilots, observers and observer's mates, was carried out in *Avengers*, *Harvards* and *Expeditors*. In addition to flight training, the courses give practical experience to air maintenance staffs.

A total of 45 air crew and 50 ground personnel of the naval reserve took part in the 12-day exercises.

Commanding the Reserve Air Group during the training period was Lt.-Cdr. (P) G. D. Westwood. His executive officer was Lt. (P) J. K. Dawson.

Other officers forming the administrative section were: Lt. (P) J. W. Paton, RCN, Lt. (P) G. F. Watson, and Lt. (P) R. L. Rogers. They are the permanent force officers who provide the administration for the naval reserve squadrons throughout the year.

Instructors Take Summer Courses

Four naval instructor officers from *HMCS Venture*, naval officer training establishment, and the RCN Preparatory School for officer candidates, are attending summer school courses at the University of British Columbia.

Instructor Lieutenants R. K. Sparkes, D. H. Tait, B. W. Green and Instr. Lt.-Cdr. W. B. Arnold are university graduates and fully qualified teachers with experience in civilian high schools and naval schools.

These officers, who teach classes of naval cadets and officer candidates at the junior and senior matriculation level, will take post-graduate courses in education, languages and science during the coming summer.

The provision of courses in education for naval instructor officers is in keeping with the navy's policy of keeping abreast of the latest methods in education and training.

Ambush Returns To Atlantic Command

The Royal Navy submarine *Ambush* arrived at Halifax June 19, from England to join the Sixth Submarine Squadron.

This is the second tour of duty at Halifax for the *Ambush* since the Sixth Submarine Squadron was formed in March 1955. The 1,120-ton boat served with the squadron from then until May 1956. She is now under the command of Lt.-Cdr. Peter Roe, RN.

Another unit of the squadron, the *Amphion*, sailed for England June 24 after 18 months of service with the Atlantic Fleet. The *Amphion*, commanded by Lt.-Cdr. Kenneth Vause, logged approximately 25,000 miles in exercises with Canadian ships and aircraft.

EDITOR AFLOAT

THE ANSWER to why the RCN finds it worthwhile to invite Canadian citizens to visit its establishments and sail in its warships is not far to seek.

The editor of *The Hamilton Spectator* recently paid a visit to the Maritimes, in the course of which he was, briefly, a guest of the Royal Canadian Navy. This is how he described the naval portion of his trip:

"The group which the writer joined had been invited out in the Canadian Navy's new destroyer escorts. Two of them, the *Assiniboine* and the *Ottawa*, moved slowly out of the harbour with their cargo each of landsmen. As they passed the narrows and steamed into the Atlantic, it became quite apparent what the poet meant when he said "Ocean thou mighty monster!" Headwinds at 40 knots plus close to 30 miles of speed on the *Assiniboine* made a tidy breeze on the bridge, or the place where the wheel used to be—for Canada's new atom-conditioned craft are controlled from far below in the bowels of the ship.

"As they neared a stormy spot about 30 miles out in the Atlantic, the landsmen were given cotton to stuff in their ears and warned about the 'blast' and then the fury broke loose. The *Ottawa* started it, apparently violently annoyed at the thought that an enemy submarine might be lurking beneath the waves. First of all she cleared the air by shooting down all imaginary aircraft in sight, her three-inch guns ripping the atmosphere into shreds and filling the horizon with black plumes of bursting shells. Then the *Assiniboine* joined in and the landsmen knew what the cotton in their ears was for. Evidently convinced that this was an attack from below as well as above, the mortars took on and volleys of six depth charges each sped outwards looking like an orderly flight of geese but what deadly geese they were! Into the ocean they went in a steep dive and in a moment the hull of the destroyer was struck by those gigantic hammer blows of concussion which send rent and shattered submarines to the bottom.

"Then they gave the landsmen tea. To their credit nearly all drank it and ate their sandwiches too in spite of the zig-zag course at high speed back towards port the destroyers followed, evidently still feeling that whatever was beneath the surface was still not to be trusted.



Among the "miners" reaching Victoria in the "SS Commodore" was AB R. Loudy. He serves in Naden. (E-45023)

"The Canadian Navy is very proud of the new destroyer escorts. The product of Canadian imagination and design they are said to make the Americans green with envy wherever they appear. And better still, the officers and men who sail on them seem proud and happy in their new craft."

CARRIERS TO DEAL WITH SUBMARINES

The concern with which the submarine menace is regarded received new emphasis at the christening early in June of the U.S. Navy's fourth Forrestal class carrier, the *Independence*, at the New York Naval Shipyard, Brooklyn.

Where previously the anti-submarine capability of the 60,000-ton carriers had drawn only passing mention, if any at

all, particular reference was made at the *Independence's* christening to the part she and her sister-ships can play in A/S warfare.

Speaking at the christening, Donald A. Quarles, Deputy Secretary of Defence, stated that:

"This new *Independence* has both a nuclear and a non-nuclear capability—she can be used to spearhead anti-submarine warfare of the United States by attacking enemy submarine-building grounds, pens and overseas bases."

In its report of the christening, the *New York Herald Tribune*, quoted Mr. Quarles in bold type, and went so far as to say, in a lead paragraph, that:

"Yesterday the Navy christened the fourth giant aircraft carrier of the Forrestal class, designed to spearhead anti-submarine warfare."

THE CAPTURE OF ST. JOHN'S

IN THE HISTORY of war there are many riddles. One of the minor ones is why in 1762 the Duc de Choiseul should have despatched from France an expedition to seize St. John's, Newfoundland, although Britain had won such superiority in the North Atlantic that any success obtained could not be supported.

Louisbourg had fallen in 1758, Quebec in 1759 and Montreal in 1760. However, the Peace of Paris had not yet been signed and it is possible that France sought some occupied point in North America to provide an argument against the complete loss of New France.

Or possibly it was hoped to draw off substantial British naval forces and thus to facilitate an invasion of England which the Duc as Minister of War planned with combined Franco-Spanish forces; perhaps the whole manœuvre arose from the very human desire to achieve a success, however small, against an enemy who had won so often recently.

Whatever the motive a small squadron under the command of Captain de Ternay slipped out of Brest May 8, 1762: *Le Robuste*, 74; *L'Eveille*, 64; *La Garonne*, 44; *La Licorne*, 32; the *Gramont*, bomb ketch; and transports for a force of some thousand troops commanded by Le Comte d'Haussonville. On June 20 this force sailed into St. John's, overcame the small garrison and proceeded to destroy property and fishing vessels. Word was passed to the Governor, Captain Thomas Graves, R.N., fortunately absent at the time in Placentia, who forthwith sent a vessel to Halifax warning Lord Colvill, C-in-C of the North American Squadron, that the enemy had arrived.

Commodore Colvill sailed at once for Placentia, landed marines there to strengthen the garrison and proceeded with Captain Graves to St. John's to establish a blockade. His force consisted of the *Northumberland*, 74 (Captain Nathaniel Bateman), which wore his broad pendant, *Antelope*, 50 (Captain Thomas Graves), *Gosport*, 44 (Captain John Jervis), *Syren*, 20 (Captain Charles Douglas), and *Boston*, a 20-gun armed ship.

It was not until July 20 that the Commander-in-Chief, Major-General Jeffrey Amherst, received the news in New York. With characteristic energy and decision he collected all the troops he could (the Havana expedition was

still away), prepared transports, gave command of the army to his brother, Lt.-Col. William Amherst, and sent him off to drive out the invaders, although this meant reducing the garrisons of New York, Halifax and Louisbourg to token forces. The expedition, consisting of seven transports left Sandy Hook August 15 with 200 troops, reached Halifax on the 26th, embarked about 1,000 troops drawn from the Massachusetts Provincials, the Royal Regiment and the Montgomerys, sailed again September 1 for Louisbourg, arrived on the 5th, took on 400 troops from the 45th Regiment, sailed on the 7th and joined up with Lord Colvill's squadron off Petty Harbour on the 11th.

It is of interest to note that French power to prevent this movement of men and material was considered so slight after the blockade of their forces in St. John's had been established, that no



convoying warships were asked for. The time taken will dismay modern planners and staff officers logistics, and it is also of interest that neither naval commander nor the Commander-in-Chief asked or waited for instructions from Headquarters but acted immediately.

General Amherst records that he assumed the Admiralty would reinforce Lord Colvill as soon as they received the word of Captain de Ternay's bold assault. In this he was not mistaken: *Shrewsbury*, 74 (Captain Hugh Palliser), *Superb*, 74 (Captain Joshua Rowley), *Bedford*, 64 (Captain William Martin), and the 32-gun frigate *Minerva* (Captain Joseph Peyton) sailed from England August 12 and arrived in St. John's September 20, too late for the action, but in time to assist with the evacuation of the prisoners. In addition—and much more important—substantial naval forces under Admiral Sir Edward Hawke, flying his flag in the 100-gun *Royal George*, cruised off Ushant and the Bay of Biscay to intercept any French warships which might

have been sent to bolster Captain de Ternay.

The troops were landed at Torbay September 13 after it had been found that the planned approach through Quidi Vidi (called by Colonel Amherst "Kitty Vitty" and still pronounced that way) had been blocked by the French. Colonel Amherst's journal for September 12 and 13 gives an excellent picture of how the Navy and Army worked together to achieve a landing:

"12th. Very little wind in the morning. I went on board the Northumberland. Lord Colvill has provided a number of Shallops to bring our stores round from Torbay to Kitty Vitty, so soon as we have taken our post and opened it. There being no anchoring for the Men of War or Transport off there, the getting these Shallops was a most absolutely necessary measure for the landing of everything, the path from Torbay to St. John's being narrow and bad, for a great part of the way, and the distance much too great to think of keeping a communication for bringing stores that way. I desired his Lordship to get as many of these Shallops as he could. The wind freshened towards noon. I went aboard the Syren, and we looked into the Harbour of St. John's and to the opening of the gut of Kitty Vitty, whilst the Fleet and transports kept out. The Syren conducted the transports into Torbay and Lord Colvill with the rest of the Fleet kept out. The transports did not come to an anchor before dark. I went out of the Syren in a boat, before we came to an anchor, and viewed the Bay; found the bottom of it a very good place to land at. Commanded a good deal by hills to the right and left, upon which a few men shewed themselves. The path to St. John's turned short up a hill to the left. I immediately prepared everything for landing early the next morning. Lord Colvill had sent in all the Men of War's boats, and these with the Shallops and transports' boats, were divided amongst the several Corps. Captain Douglas ordered them all to the transports. I intended that three Corps of Light Infantry should land just as the moon arose, to take possession of the commanding ground to the left, and they had their boats ready for



An aerial view of St. John's harbour, with Quidi Vidi Lake at the lower right.

that purpose, but it came on to blow hard out of the harbour at night and several of the transports drove, and the boats were separated from them.

13th. It was 6 o'clock in the morning before they could be collected together.

The snow Peggy, with the Provincial Corps of Light Infantry on board, drove quite out of the harbour, so that they could not land with us. We got boats sufficiently together to land at once with two Corps of Light Infantry and two Regular Battns, except one Company. When the boats were all at their rendezvous by Capt. Douglas' ship, I got into his boat and hoisted

a pendant as a signal for landing, when the Corps of Light Infantry with the Light Infantry Companies of the Royal and Montgomery's, who were drawn up in their boats a little ahead of the battalions rowed into the shore followed by the Battalions.

The parties upon the hills fired at the boats as they rowed in at a great distance; the boats took no notice of them, landed, seized a rising ground a little to the right of the bay, and were fired upon by a party assembled half way up the hill to the left. Two Companies formed immediately upon the rising ground, gave the enemy one fire, who ran off immediately and we

pursued them up the hill, where we formed till the Battalions were landed."

On the 14th Colonel Amherst cleared the channel and prepared to attack Signal Hill which overlooked and commanded both harbour and fort. A surprise dawn attack next day captured this important point and enabled the British forces to invest the fort more closely by bombardment and by ground attack. Finally on the 18th after a courteous exchange of letters, the French commander capitulated and Colonel Amherst "ordered Major Sutherland with the Grenadiers of the Royal and 45th and Light Infantry Companies of the Royal and Montgomery's to take possession of the Gate this

afternoon, and see the garrison lay down their Arms."

The articles of capitulation, which contain the French proposals and the English replies thereto, are as follows:

"Demands of the garrison of St. John's and, in general, the troops that are in it:—

The French troops shall surrender prisoners of war.—Agreed to.

The officers and subaltern officers shall keep their arms to preserve good order among their troops.—Agreed to.

Good ships shall be granted to carry the officers, grenadiers, and private men, either wounded or not, to France in the space of one month, on the coast of Brittany.—Agreed to. (Lord Colvill will, of course, embark them as soon as he can).

The goods and effects of both officers and soldiers shall be preserved. His Britannick Majesty's troops never pillage. The gate will be taken possession of this afternoon, and the garrison will lay down their arms.

This is to be signed by Lord Colvill, but it will remain at present as afterwards, in full force.

Camp before St. John's, 18 Sept., 1762.

Wm. Amherst

Le Compte D'Haussonville"

British casualties were 12 killed, 38 wounded; the French lost 770 prisoners and the remainder were killed or missing except for those who were fortunate enough to obtain passage in the warships of de Ternay.

During the dark hours of September 15-16, the French Squadron, favoured by a westerly breeze and a dense fog, slipped out of St. John's, ghosted through the blockade and returned safely to Corunna in due course after eluding three separate British naval forces en route. Although Colonel Amherst was informed of indicative enemy activity, his communications did not allow him to inform Lord Colvill in time for the intelligence to be of operational value.

On September 19 after the French garrison had capitulated, the British warships came into the harbour. On the 23rd 770 French prisoners of war embarked in the transports *James* and *Fanny* and left on the 24th for England. By October 2 all the British forces had sailed for New York, Louisbourg or Halifax and that afternoon Col. Amherst left on board the 44-gun *Enterprise* (Capt. J. Houlton):

"Having settled everything regarding the garrison and taken leave of

Lord Colvill after the uninterrupted harmony that has subsisted between us, which he mentioned at our parting."

This was an excellent combined operation, decisive, amicable, considerate and with a proper application of all forces. Colvill's quick blockades sealing in the French and permitting the free approach of the troops; General Amherst's unhesitating decision to apply his maximum forces at the earliest moment; the employment of all naval resources to land and support the army; Colonel Amherst's skilful use of terrain and surprise; the generous spirit shown by both sides and by both services; all these combined to make the expedition a text-book example of a successful amphibious enterprise.

The escape of the French warships, while disappointing, does not detract from the achievement of the aim: to restore St. John's to the British flag. It will be observed that modern methods of communication and detection would have brought the two squadrons to grips at an early stage of the attempted flight.

Five letters were exchanged by the French and English leaders before surrender was agreed upon:

I

Colonel Amherst to the French Commander:

Camp before St. John',
Sept 16, 1672.

Sir:

Humanity directs me to acquaint you of my firm intentions. I know the miserable stage your garrison is left in and I am fully informed of your design of blowing up the fort on quitting it; but have a care, as I have taken measures effectually to cut off your retreat, and so sure as a match is put to the train, every man of the garrison shall be put to the sword. I must have immediate possession of the fort in the state it now is, or expect the consequences.

I give you half an hour to think of it.

*I have the honour to be Sir,
Your most obedient humble servant,*

Wm. Amherst,

To the officer commanding in St. John's.

II

Count D'Haussonville to Colonel Amherst:

Sept. 16, 1672

With regard to the conduct that I shall hold, you may, sir, be misinformed. I wait for your troops and your cannon; and nothing shall determine me to surrender the fort

unless you shall have totally destroyed it and that I shall have no more powder to fire.

*I have the honour to be Sir,
Your most humble and most obedient servant,*

The Count D'Haussonville..

III

Count D'Haussonville to Lt.-Col. Amherst:

Sir:

Under the uncertainty of the succors which I may receive either from France or its allies, and the Fort being entire and in a condition for a long defence, I am resolved to defend myself to the last extremity. The capitulation which you may think proper to grant me, will determine me to surrender the place to you, in order to prevent the effusion of blood of the men who defend it. Whatever resolution you come to, there is one left to me, which would hurt the interests of the Sovereign you serve.

*I have the honour to be Sir,
Your most obedient humble servant*

The Count D'Haussonville.

Fort St. John

Sept 18, 1762.

IV

Colonel Amherst to Count D'Haussonville:

Camp before St. John's
Sept 18, 1762

Sirs

I have just had the honour of your letter. His Britannick Majesty's fleet and army co-operating here will not give any other terms to the garrison of St. John's than their surrendering Prisoners of war. I don't thirst after the blood of the garrison but you must determine quickly or expect the consequences for this is my final determination.

I am Sir,

Wm. Amherst.

To Count D'Haussonville.

V

Count D'Haussonville to Colonel Amherst:

Sept. 18, 1762

I have received sir your letter which you did me the honour to write to me. I am as averse as you to the effusion of blood. I consent to surrender the fort in a good condition as I have already acquainted you, if the demands which I enclose herewith are granted to my troops.

I have the honour

Le Compte D'Haussonville.

—C.H.L.

MOTTOES

*They Had Their Beginnings in
Rallying Cries on Battlefield*

MEHITABEL the cat, in Don Marquis' classic, made the motto "Toujours gai" famous, but it did not originate with her, it had belonged to the English family of Gay for many years before. From the obvious and cheerful, through the witty ("Poussez en avant" of the Barrow family), the boastful "I saved the King" of the Scottish Torrances) they range to all extremes, even the obscure, as "Ut apes, geometricam". This is usually translated "As bees, geometry" but not explained; it goes with a coat of arms bearing a magnetic needle and the pole star and a crest of a hive beset with bees diversely volant (that is, flying in all directions). It belongs to the Petty family.

The Scottish family of Home (pronounced and sometimes spelled Hume) has "A Home; A Home! A Home!" for motto, the Irish Aylmers have "Hallelujah!" and several families with eagles for crests have "Aquila non captat muscas" (An eagle does not catch flies).

Mottoes are connected with heraldry, but do not really belong to it. Heraldry was for the illiterate, but the motto, which appears with many a coat of arms, has to be written. An Englishman can change his motto at will and the College of Heralds will merely make a note of it, but a Scot's must be registered with the coat of arms at the Lyon Office. All the same the motto had the same origins as the coat of arms and is probably older. The arms, painted on a knight's shield and embroidered on his pennon and horse's caparison, identified him when his visor was down. His men wore his badge or livery colours to show to what troop they belonged, and in a rout or ambush they rallied round his pennon.

To rally his men in a night attack and to encourage them in battle, the knight would also have a battle cry which in the Middle Ages was usually called his "word" in English, "mot" in French and "motto" in Italian, all meaning the same thing. Somehow the Italian form has been adopted into English. At first the "word" was usually the leader's name with "A" before it to get the voice going on, as in "Ahoy!" The Saxon hero Hereward was especially apt in his choice of a battle cry. His name meant "guard of the army" and he was nick-named "The Wake" meaning "The Watchful". His word

was "A Wake!"—perhaps the best motto ever because it identifies the leader, it can be shouted clearly and it has a double meaning, an exhortation.

In pitched battles between kings, national battle cries were used: "St. George for England!" (which must often have been shortened to a simple "St. George!") was heard and opposed by yells of "St. Andrew!" or "Montjoie St. Dennis!" It has seldom been heard since the reformation—one of the few occasions it was used was in a signal made by Admiral Sir Roger Keyes on St. George's eve 1918 to the force under his command as it stood towards Zeebrugge:

ST GEORGE FOR ENGLAND! to which Captain A. F. B. Carpenter (*Vindictive*)

replied: AND MAY WE GIVE THE DRAGON'S TAIL A DAMNED GOOD TWIST.

As heraldry deteriorated through the sixteenth to nineteenth centuries and education became more widespread, the motto degenerated. Armies became more highly organized and "Hurrah!" replaced the older varying slogans. Slogan, by the way, is of Gaelic origin and means "cry of an army". Personal mottoes became long, learned and cryptic and could not be understood by the common soldier, much less yelled in the heat of action. Latin mottoes became popular and in fact they now greatly outnumber all others, for only the very learned seem to have adopted Greek. Some even appear to reverse



Some of HMS Tartar's ship's company photographed at Halifax before the turn of the century. The motto "Fear God and Honour the Queen" was to be seen on the super-structures of half the fleet in those days. The Tartar also displayed the Prince of Wales' feathers and his motto "Ich dien"—"I serve". (Notman photo courtesy of the Public Archives Ottawa)

the ancient idea behind the motto; for example "Auriga virtutum prudentia" used by one English family is literally translated "Forethought is the chariot-
eer of courage", it is probably intended to mean "Common sense is the chief of the virtues" but it could be rendered just as well by "Discretion is the better part of valour". Some are quite pacifist like the Irish family whose motto is "Bella Horrida bella!" or "Wars, Frightful Wars!" Their crest is a mailed arm holding a dagger.

Most modern mottoes, however, merely express a vague piety or a statement of aspirations such as "Dum spiro spero" (While I breathe I hope) one of the most popular of all mottoes; some are downright bourgeois such as "Industria ditat" (Industry enriches). Even in this class there is an occasional show of spirit as in "Fiat justitia, ruat coelum" (Do right though the heavens fall) which Admiral of the Fleet Lord Fisher adopted—and lived by.

Rather unusual are the three mottoes (or one motto and two battle honours) that appear with the arms of Sir George Prevost's descendants: below the shield appears "J'ai bien servi" while the supporters, grenadiers of the 16th Foot, hold flags with the words "West Indies" on one, "Canada" on the other. This is in the same tradition as the English families of Billan, Lenthall, Waller, and Wodehouse who have "Azincourt" (the French spelling of Agincourt) for motto and the Scottish Drummonds whose motto "Gang warily" commemorates the use, at Bannockburn by one of their ancestors of caltrops—weapons for laming horses, made of four spikes joined so that one always points upwards. The caltrop and the holly leaf (which also has the property of turning at least one spine upwards) are the family badges.

Along with the issuing of officially designed badges to ships of the Royal Canadian Navy since the Second World War has come the adoption of approved mottoes by ships. The practice is that the Commanding Officer submits the one he wishes to adopt to Headquarters where it is circulated to members of the Ship's Badges Committee, and to linguists where necessary, for comment. If no serious objection is raised the motto receives the approval of the Naval Board. Objections may be that the phrase chosen has a double meaning or is in some other way unsuitable. Duplication of other ship's or organizations' mottoes is also usually avoided as



HMCS Ontario's after screen with a few of her ship's company. She has revived the old motto which after the toast "The Queen God Bless Her" on the grog tub, was once the most familiar inscription on board a British warship. CN-522.

recently when "Semper paratus" (Always prepared) was rejected because it is used by the U.S. Coast Guard.

Regulations specify that mottoes shall be in either English or French. However, there have been so many requests for other languages that Latin and Indian mottoes have been allowed. As a result Canadian ships' mottoes are predominantly Latin, but not to the extent that family mottoes are. The *Crescent* has "In virtute cresco" meaning "I grow in valour" because the word "crescent" is from the Latin verb "cresco" and means the growing moon. The *Assiniboine* has "Nunquam non paratus" (Never unprepared) and the Air Squadrons are unanimous in choosing Latin. HMCS *Iroquois* has gone to the Iroquois language and taken "Yagoh se re on weh"—"She pursues re-

lentlessly". However, the *Quebec* has "Nos canons parleront" and the *Magnificent* used "We stand on guard", a quotation from *O Canada*. The *Bona-venture* departs slightly from the spirit of the regulations with "Non por nos toz seus" which is old French "Not for us alone".

It seems that the origin of the motto as a battle cry has been forgotten and few of the modern ones are pithy or comprehensible enough to be at all striking. In the early days of this century HMS *Dreadnought* had for motto "Fear God and dread nought" a variant of the more common "Fear God, honour the Queen". HMCS *Ontario* has revived the use of this last and displays it on her after screen with her badge and her own motto (which is also that

of the province) "Ut inceptit fidelis sic permanet"—"She remains loyal as she began".

A motto that is not understood can be used as a rallying cry, but a code group would do as well. It is no use as an exhortation. If it has to be explained or translated, the impact of the pithiest Latin is lost. "Resurgam" when translated "I will arise again" cannot be compared with "A Wake!" although the meaning is similar. The badge of some ships seem to call for certain mottoes to go with them. The *Cougar* or *Fort Erie* (the latter has a bobcat) might take "Ware claws" or the old Scottish motto "Touch not the cat but a glove". The *Blue Heron*, whose badge is a "heron in his vigilance" could use "Watchful" or "A Wake!" One, or all, of the "Porte" class boom gate vessels could take the slogan of the defenders

of Verdun: "Ils ne passeront pas". HMCS *Prevost* could adapt Sir George's motto, making it "Je sers bien". Mottoes of this kind can serve well in building discipline and morale.

From their badges have come the colours that are worn by the teams entered by ships in football and hockey leagues. A good motto, one chosen in the battle cry tradition, could find similar application in cheering. If, then, when he is proposing a motto, a commanding officer can produce something that his ship's cheering section will want to yell at a football game, that can be easily understood, that involves a play on words and is an exhortation, he has something good.—Ph. Ch.

NOTE: Some of the translations used in this article are the author's own and do not necessarily agree with the accepted renderings.

ROYAL NAVY COMMISSIONS HIGH-SPEED SUBMARINE

HMS *Porpoise*, a submarine capable of high underwater speed and of continuous submerged patrol in any part of the world, was commissioned at the Barrow-in-Furness yard of her builders, Vickers Armstrongs Ltd., on April 17, under the command of Lt.-Cdr.

B. C. G. Hutchings, RN. She is the first operational submarine designed since the war, to be accepted into service in the Royal Navy.

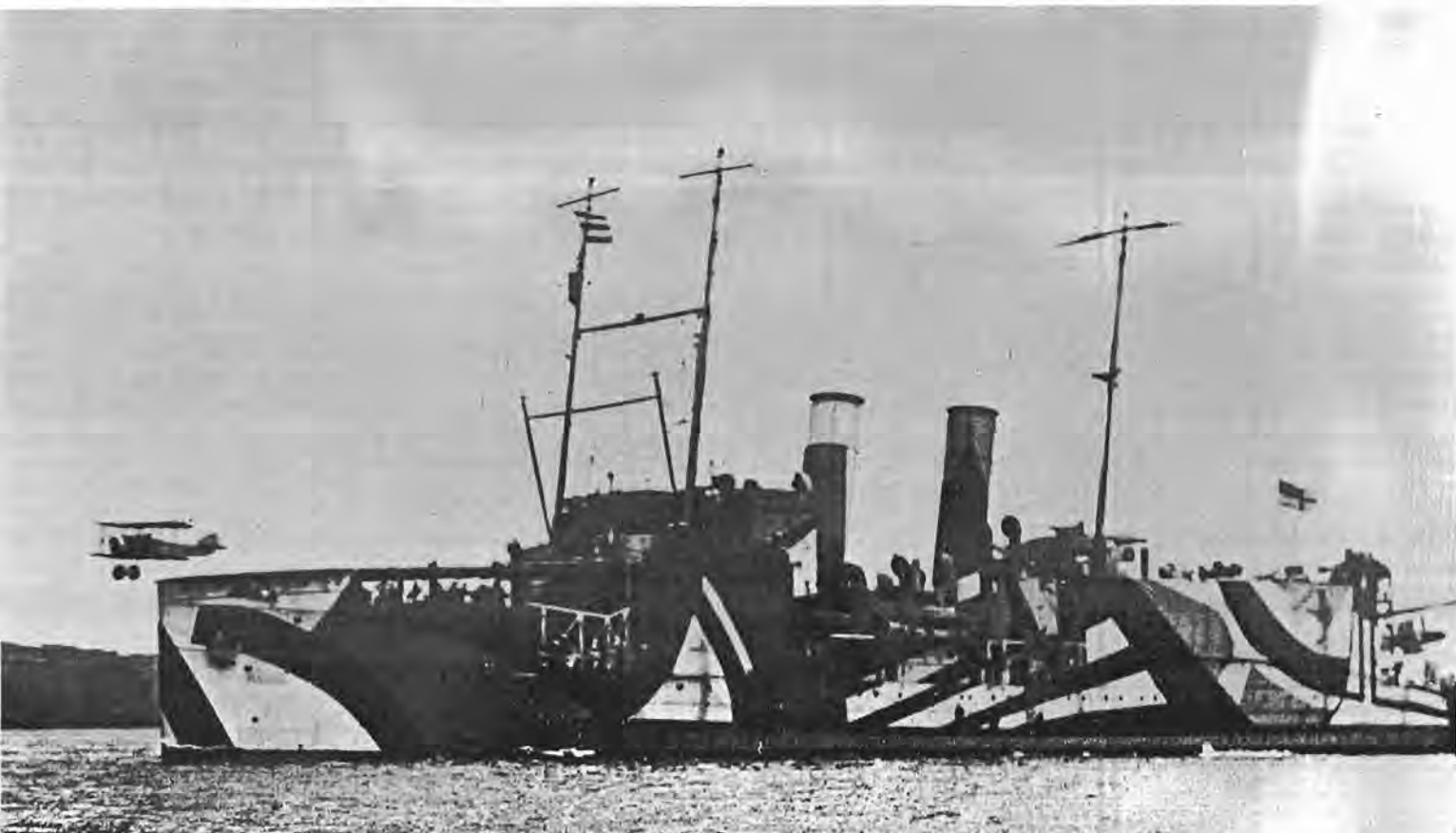
The design of *Porpoise's* hull and superstructure reflect her capabilities of high underwater speed and great

diving depth. She is 290 feet long, with a beam of 26½ feet. She has great endurance, both on and below the surface—whether on batteries or snorting. She is propelled on the surface, or when snorting, by diesel-electric drive from Admiralty Standard Range engines, and when submerged by battery-driven motors. The snort equipment has been designed to give maximum snort-charging facilities in rough seas. Both air and surface warning radar can be operated at periscope depth and on the surface.

Living spaces are of high standard, with strip lighting, nylon curtains, and panelling in laminated plastic and wood. To combat the tedium of long periods of submerged patrol a cinema projector and a tape recorder are available. Each of the six officers and 64 men has a bunk with a latex foam mattress.

An air conditioning plant dries, heats or cools air for Arctic or tropical service. Oxygen replenishment and carbon dioxide and hydrogen eliminators make it possible to remain totally submerged for several days. Apparatus to distill fresh water from sea water for drinking purposes, and stowage for large quantities of stores and provisions enable her to remain on patrol alone for months. — *Admiralty News Summary*.

An Australian "Crowsnest" reader and collector of naval photographs, John Bastock, of Kogarah, New South Wales, found in this photograph of HMS *Pegasus* a striking contrast to the picture of HMCS *Bonaventure* which appeared in the February issue of this magazine. The portrait of the *Pegasus* is unusual in that it actually shows an aircraft (a Sopwith) taking off. An ex-Captain, RAF, who served in the *Pegasus* in 1918, when the picture was taken, supplied the negative to Mr. Bastock.



OFFICERS AND MEN

Admiral Porteous Soon to Retire

Rear-Admiral (E) William Walter Porteous, who has been Chief of Naval Technical Services and a member of the Naval Board at Naval Headquarters, Ottawa, since January 1956 will proceed on retirement leave on September 8, after 40 years of service in the Royal Canadian Navy.

Succeeding him will be Commodore (E) Brian R. Spencer, who will be promoted to the rank of Rear-Admiral (E) on taking up the appointment.

Commodore (E) John B. Caldwell, now Commodore Superintendent Pacific Coast and Superintendent HMC Dockyard, Esquimalt, will succeed Commodore Spencer as Engineer-in-Chief at Headquarters.

William Walter Porteous was born on October 1, 1902, in Colorado, USA, where his father was a mining engineer. He entered the RCN as a cadet on September 29, 1918, and graduated as a midshipman from the Royal Naval College of Canada on June 16, 1921.

From 1921 to 1924 he trained with the Royal Navy in HMS *Resolution*. Serving in the battleship with him were the present Chief of the Naval Staff, Vice-Admiral H. G. DeWolf; the former Vice-Chief of the Naval Staff, Rear-Admiral H. N. Lay, and Admiral Porteous' predecessor as Chief of Naval Technical Services, Rear-Admiral (E) J. G. Knowlton.

Admiral Porteous attended the Royal Naval College at Greenwich in 1924-25 and the Royal Naval Engineering College at Keyham in 1925-26.

Naval Fighter Sets Record

The Royal Navy's fighter aircraft, the Scimitar, which can carry tactical weapons and has been designed for carrier operations, has set a new air speed record between London and Valetta Malta, it was announced in June by the Royal Aero Club, London.

It flew the 1,298 miles in two hours, 12 minutes, 27.2 seconds—an average speed of 588 miles an hour. The new record is subject to confirmation.

The Scimitar is a new aircraft just entering service with the Fleet Air Arm. It has "blow flaps" which reduce landing speed and also assist in takeoff.



REAR-ADMIRAL (E) W. W. PORTEOUS

For the next two years, 1926-28, he served in HMS *Emperor of India*, the last of the coal-burning battleships.

Following service ashore in the Dockyards at Halifax and Esquimalt, he returned to sea in 1930, serving during the next seven years in the destroyers *Vancouver*, *Saguenay* and *St. Laurent*.

He was appointed as Assistant to the Chief Engineer, HMC Dockyard, Halifax, in November 1937. On October 1, 1939, he was appointed to HMCS *Assiniboine* (destroyer) and served in that ship until May 1940, when he was placed in charge of the Mechanical Training Establishment at Esquimalt.

In December 1942 he was appointed Director of Engineerroom Personnel, at Naval Headquarters, Ottawa.

In November 1946 Rear-Admiral Porteous was appointed Deputy Superintendent, East Coast, Engineer Superintendent, HMC Dockyard, and Command Engineer Officer on the staff of the Commanding Officer Atlantic Coast. A month later his appointment was changed to Superintendent of HMC Dockyard, Halifax, Command Technical Officer and Command Engineer Officer.

On March 1, 1954, he became Commodore Superintendent, Atlantic Coast, and Superintendent, HMC Dockyard, Halifax.



COMMODORE (E) B. R. SPENCER

In January 1956 Rear-Admiral Porteous became Chief of Naval Technical Services and a Member of the Naval Board.

Rear-Admiral Porteous was appointed an Officer of the Order of the British Empire on January 1, 1946, for his wartime services in the Engineering Department of the RCN.

An all-around athlete in his younger days, Rear-Admiral Porteous made a name for himself as a boxer, cross-country runner and English rugby player, and in more recent years as a squash player.

An aggressive and skilled boxer, Admiral Porteous won the Atlantic Fleet middle weight championship in both 1922 and 1924. He took the Royal Navy - Royal Marine light heavyweight champion in 1927.

Even earlier he had showed his heels as a cross-country runner, winning the title in HMS *Resolution* in 1921, 1922 and 1923. He ran in the Home Fleet cross-country race in 1927 and came in second.

He was a member of the Royal Navy swimming team in 1928 that defeated the Imperial Army.

Later in his career he picked up the Maritime squash championship and

HALF-YEARLY PROMOTIONS LIST

The names of 26 officers are contained in the July half-yearly promotions list of the Royal Canadian Navy. The regular force is represented by 14 officers and the Royal Canadian Navy (Reserve) by 12. The list of those promoted follows:

ROYAL CANADIAN NAVY

To be Captain (3)

Cdr. (Acting Captain) R. M. Steele, Director of Naval Organization, Naval Headquarters, Ottawa.

Cdr. A. D. McPhee, Officer-in-Charge, RCN Depot, Halifax.

Cdr. W. Timbrell, Executive Officer, HMCS *Shearwater*.

To be Commander (6)

Lt.-Cdr. P. H. Cayley, recently in command of HMCS *Lanark* and now appointed to Staff of Naval Member, Canadian Joint Staff, Washington.

Lt.-Cdr. E. V. P. Sunderland, Commanding Officer of HMCS *Jonquiere*.

Lt.-Cdr. (P) D. J. Sheppard, appointed from the RCAF Staff College, Toronto, to the staff of the Chief of Naval Personnel Naval Headquarters.

Lt.-Cdr. J. B. Young, Assistant Director of Personnel (Officers) (Administration), Naval Headquarters.

Lt.-Cdr. H. H. Smith, Staff Officer Gunnery on the staff of the Naval Member Canadian Joint Staff, Washington.

Lt.-Cdr. A. B. C. German, Commanding Officer of HMCS *Sioux*.

To be Captain (Engineering) (1)

Cdr. (Acting Captain) (E) C. G. H. Daniel, Assistant Chief of Naval Technical Services (Air), Naval Headquarters.

To be Commander (Engineering) (1)

Lt.-Cdr. (E) R. W. Edwards, Staff Officer (Destroyer Escorts) on the staff of the Engineer-in-Chief, Naval Headquarters.

To be Commander (Electrical) (1)

Lt.-Cdr. (L) R. A. Grossgurth, on the staff of the Director of Personnel (Officers), Naval Headquarters.

To be Commander (Special Branch) (2)

Lt.-Cdr. G. J. Manson, Command Sea Cadet Officer on the staff of the Commanding Officer Naval Divisions, Hamilton.

Lt.-Cdr. (SB) H. G. Oliver, on the staff of the Judge Advocate General, National Defence Headquarters.

ROYAL CANADIAN NAVY (RESERVE)

To be Captain (2)

Cdr. (Acting Captain) A. Ross Webster, Commanding Officer, HMCS *Donnacona*, Montreal.

Cdr. J. H. Stevenson, Commanding Officer, HMCS *Discovery*, Vancouver.

To be Commander (2)

Lt.-Cdr. J. F. McKenzie, HMCS *Te-cumseh*, Calgary.

Lt.-Cdr. R. S. Bunyard, HMCS *York*, Toronto.

To be Commander (E) (1)

Lt.-Cdr. (E) (AE) W. F. Walker, HMCS *Malahat*, Victoria.

To be Captain (L) (1)

Cdr. (L) D. F. Mason, HMCS *Donnacona*, Montreal.

To be Instructor Captain (1)

Instr. Cdr. E. D. Walker, HMCS *Queen*, Regina.

To be Surgeon Captain (2)

Surg. Cdr. J. W. A. Duckworth, Toronto.

Surg. Cdr. C. M. Harlow, HMCS *Scotian*, Halifax.

To be Captain (Supply) (1)

Cdr. (S) J. W. W. F. Goodchild, Commanding Officer, HMCS *York*, Toronto.

To be Captain (SB) (1)

Cdr. (SB) James B. Mawdsley, Commanding Officer, University Naval Training Division, University of Saskatchewan, Saskatoon.

To be Commander (SB) (1)

Lt.-Cdr. (SE) E. S. W. Belyea, Commanding Officer, University Training Division, University of British Columbia, Vancouver.

played on the Navy rugby teams on both coasts.

Brian Roff Spencer was born on January 8, 1907, in Alberni, B.C., and entered the Royal Canadian Navy as a cadet in 1924. He attended the Royal Naval Engineering College in Plymouth, England, and served in HMS *Emperor of India*, and in HMS *Valiant*, British Home Fleet battleship.

He returned to Canada late in 1931 and served for the next two years in HMCS *Saguenay*. In 1934 he took up an appointment at Naval Headquarters, Ottawa, as Assistant Director of Naval Engineering and in December of that year became engineer officer of HMCS *Champlain* (destroyer). Two years later he returned to the *Saguenay*, and on the outbreak of the Second World War was appointed engineer officer of the *Skeena*.

From mid-1940 until February 1941 Commodore Spencer was Director of Engineering Personnel at Naval Head-

quarters. He then took up the appointment of officer-in-charge of the Mechanical Training Establishment at Esquimalt and in late 1942 assumed identical duties on the East Coast.

He went overseas in December 1943 to supervise the machinery installation in the *Ontario*, building at Belfast, and remained as engineer officer on her commissioning.

Commodore Spencer returned to Headquarters in May 1946 and two months later was appointed Assistant Engineer-in-Chief, a title later changed to Deputy Engineer-in-Chief.

In October 1948 he went to Esquimalt as Dockyard Superintendent and Command Technical Officer, appointments that later were changed to Commodore Superintendent, Pacific Coast, and Superintendent, HMC Dockyard, Esquimalt.

Commodore Spencer took up the appointment of Engineer-in-Chief at Naval Headquarters in September 1955.

Busy Summer For Naden Band

What with rehearsals, performances and travel, members of *Naden's* band are probably wondering when they will have time to eat and sleep this Centennial summer in British Columbia.

From now until the end of August, the famed 54-member band will fill a host of engagements which include playing for HRH the Princess Margaret during her July visit to Victoria, participating in the world-famous Calgary Stampede, and the Pacific National Exhibition in Vancouver.

Formed in August 1940 with an original membership of about 20, the *Naden* band has grown to its present size and prominence under the direction and guidance of Lt. (SB) Stanley Sunderland. He is officer-in-charge of the band, and also serves as Staff Officer (Bands) within the Pacific Command of the RCN.

The bandmaster is Cd. Officer (SB) W. J. Gordon, the band training officer.

In late June, the *Naden* band participated in the Centennial Searchlight Tattoo staged each evening until July 1 in Vancouver's great Empire Stadium.

On July 7, the *Naden* band was in Calgary to take part in the big annual Calgary Stampede parade—one of the colourful preliminaries to the official opening of the annual event.

On the night of July 10 the band played at an international fleet ball at HMCS *Naden*.

The morning of July 11 saw the naval musicians in the International Naval Parade through downtown Victoria; and that evening the band was to provide music at a Naval Cadet ball in *Naden*.

On July 12 the *Naden* band was on hand at the Patricia Bay airport when HRH the Princess Margaret arrived at 10 a.m. to begin her visit to the Greater Victoria area.

Other events in which the band is participating are:

July 14 (morning): Tri-service parade through Victoria. HRH Princess Margaret takes the salute from a stand in front of the Empress Hotel.

July 14 (afternoon): Garden party attended by HRH the Princess Margaret at Government House, Victoria.

July 15: the *Naden* band performs as Princess Margaret boards the destroyer escort *Crescent* at Victoria for her review of the fleet; and again as she left the *Crescent* in HMC Dockyard.

July 15 (evening): Playing at the Fleet Review Dinner at the Canadian Services College, Royal Roads.

July 17 (morning): International naval parade in Vancouver.

July 25: Band concert in Beacon Hill Park, Victoria.

July 31: Inspection of University Naval Training Division cadets by Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast.

August 5: Mess dinner for officer cadets of HMCS *Venture*, officer-training establishment at Esquimalt, B.C.

August 6: Garden party for Victoria branch, Canadian National Institute for the Blind, starting at 2:30 p.m., at 1521 Shasta Place, Victoria.

August 8: Graduation program at HMCS *Venture*.

August 13-16: Kelowna Regatta, Kelowna, B.C.

August 18-Sept 1: Pacific National Exhibition, Vancouver.

Chapel Blessed At *Shearwater*

The blessing of Our Lady of the Assumption Chapel, at *Shearwater* took place on Sunday evening, June 15.

The Archbishop of the Halifax Diocese, Most Rev. J. Gerald Berry, DD, officiated at the ceremony assisted by Chaplain C. B. Murphy, Assistant Chaplain of the Fleet (RC), Ottawa, Chaplain J. E. Whelly, Command Chaplain (RC) and Chaplain (RC) R. Pelletier, *Stadacona*, W. J. Boland, Shannon Park, Chaplain J. A. Eves, D. T. Kelly, *Cornwallis*, and L. C. Morand, *Shearwater*.

Captain R. P. Welland, commanding officer, *Shearwater*, requested the Archbishop to dedicate the chapel.



The 100-man naval guard from *Naden* which took part in the British Columbia Centennial Searchlight Tattoo in Vancouver's Empire Stadium from June 23 to July 1. Officer of the guard was Lt. (TAS) D. A. MacDonald. (E-45665)

Following the ceremony, 60 children and 25 adults received the sacrament of confirmation.

The chapel choir under the direction of L. Sinnema was in attendance.

A reception was held later in the *Magnificent* Room of the wardroom.

Another Prairie Man Tops Class

Following the example set during the first training class of the year at the Great Lakes Training Centre, a prairie man, AB Ronald Williams, of Rivercrest, Manitoba, was top man in his class. He was presented with a silver bosun's call by Captain A. F. Pickard, Chief of Staff to the Commanding Officer Naval Divisions.

AB Williams, who is attached to HMCS *Chippawa*, the Winnipeg naval division, is one of hundreds of new entry seamen of the RCN(R) taking their initial sea training in ships of the 11th Escort Squadron on the Great Lakes this summer.

Commodore Storrs To Head College

Commodore Antony A. G. Storrs, formerly Assistant Chief of the Naval Staff (Air and Warfare) and a member of the Naval Board at Headquarters, on September 1 becomes Commandant of the National Defence College, Kingston, Ont. He will be promoted to the rank of rear-admiral on taking up his new duties.

Commodore Storrs, who transferred to the RCNR from the RNR in 1940, was awarded the DSC, a bar to the DSC, the U.S. Legion of Merit, the French Croix de la Legion d'Honneur and the Croix de Guerre avec Palme for outstanding service while Senior Officer of the 31st Minesweeping Flotilla, which played an important part in clearing the channels to the Normandy beachhead in the Second World War.

Officers Briefed On Arctic Plans

Rear-Admiral D. T. Eller, USN, Commander Task Force Six, paid a call on Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, June 26, during a one-day visit to the Atlantic Command.

Admiral Eller, also commander of the U.S. Navy's Military Sea Transportation Service, briefed officers of the three Armed Forces in Halifax on 1958 Arctic operations. His Halifax call was made as he was on his way to the eastern Arctic to supervise this year's supply operations in the area.

Is There a Picture in the House?

Search Is on for Photographs
of Nearly 100 Wartime Ships

MOST SAILORS treasure pictures of ships in which they at one time served. This is particularly true of wartime ships.

It will come as surprise to many that at Naval Headquarters there exist no official photographs of almost 100 of HMC Ships which were in commission during the war years, 1939-1945. Even though no official photographs may have been taken, almost every ship is bound to have been photographed at some time or another, most probably during contractor's trials or around the time of her commissioning.

The Naval Historian is making every effort to acquire these important historical documents of the RCN before it is too late. Perhaps the passing years have rested so lightly on some veterans of the war at sea that they may not have realized how swift the flight of those years is. Consider this: some men who served in the Second World War in their prime are now drawing the old age pension; the current crop of recruits for the Royal Canadian Navy is being drawn from youths who were born *after* the war began.

It appears obvious that, if the search for pictures of warships of Second World War vintage is to succeed, it must be begun now. Many serving officers and men of the RCN(R), as well as naval veterans may be able to provide photographs of these five-score "missing ships". If the prints are suitable (preferably beam or near-beam views), they can be rephotographed and the originals returned to their owners. Interested readers, who locate pictures of the ships listed below, should send them to the Naval Historian, Naval Headquarters, Ottawa.

In addition to ships of which there are no photographs, there are photographs in which the ships are unidentified. This resulted from the wartime practice of air-brushing out pennant numbers on the hulls of ships in photographs released for publication. In a few cases the negatives were mislaid; in others, the vital information is missing from the envelopes in which the negatives are stored.

On the opposite page are reproduced several pictures in which one or more of the ships have not been identified. By digging deep into their memories, some *Crowsnest* readers may be able to name the ships, and say when and where the pictures were taken. Here is what is known about them:

A

The negative of this photograph, a particularly fine one, appears to be lost. The identity of the ship in the foreground is not known; the pennant numbers of the corvette astern appear to be K-145, which would make her *HMCS Arrowhead*. The camouflage is that of the Western Local Escort Force. Points which may assist identification are: the vertical stanchion at the stem and the absence of a bull-ring; the crowsnest; the position of the D/F loop and searchlight; the straight lines of the gun-shield roof, and the particularly unusual fact that she has an extended forecastle with the mast stepped *before* the bridge.

B

The negative number of this photograph is NP-543. This corvette looks very much like the one in photo A. She is outward-bound from Halifax.

C

This picture, negative number H-1485, shows three early corvettes. Note the two masts, the short forecastle and the minesweeping davits aft.

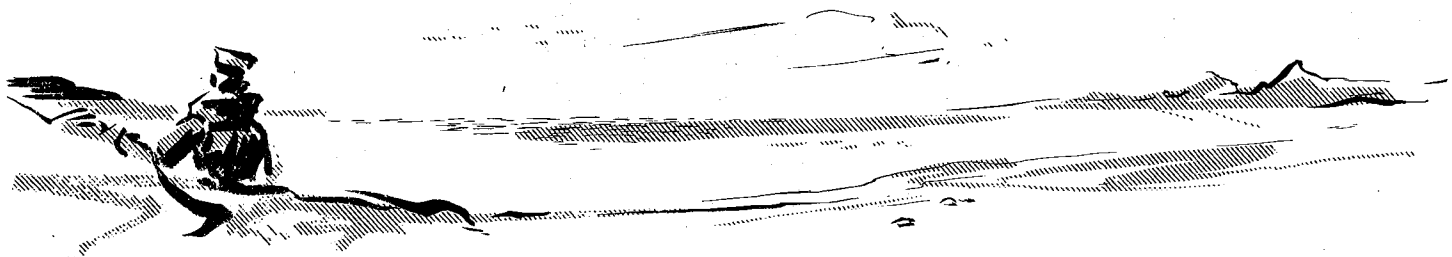
D, E and F

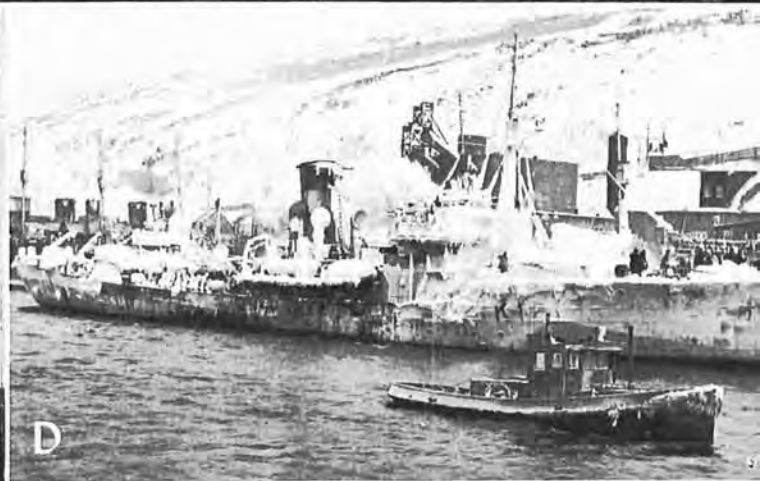
The negative numbers of these pictures are NF-1961, NF-1963 and NF-1962, in that order. The sequence shows two corvettes securing alongside. The scene: St. John's, Newfoundland. The weather: frosty. The date (according to the photographer): March 2, 1943. The pennant numbers are not clear.

In photo D, the corvette approaching the jetty bears pennant number K-12 (?), possibly K-121 (*HMCS Rimouski*) or K-124 (*HMCS Cobalt*). Of the three ships astern, the outside ship is K-152 (*HMCS Sherbrooke*). In photo E, the "mystery ship" is secured. In photo F, a consort has arrived alongside. She may be K-122 and, if so, she is *HMCS Matapedia*. The trouble is that convoy escort records do not show either of these combinations arriving in company on March 2, 1943.

Following is a list of HMC Ships, 1939-1945, of which there were no wartime photographs at Naval Headquarters as of April 30, 1958:

Algoma (K-127)
Asbestos (K-358)
Atholl (K-15)
Bras d'Or
Brockville (J-270)
Buckingham (K-685)
Burlington (J-250)
Cape Breton (Frigate) (K-350)
Caribou (Armed Yacht)
Carlplace (K-664)





Charlottetown (Corvette) (K-244)
Coquitlam (J-364)
Courtenay (J-262)
Cranbrook (J-372)
Dauphin (K-157)
Dunvegan (K-177)
Eyebright (K-150)
Fennel (K-194)
Fergus (K-686)
Forest Hill (K-486)
Fort Erie (K-670)
Fort Frances (J-396)
Frontenac (K-335)
Ganonoque (J-259)
Giffard (K-402)
Grou (K-518)
Guelph (Corvette) (K-687)
Halifax (Corvette) (K-237)
Hallowell (K-666)
Joliette (K-418)
Kalamalka (J-395)
Kentville (K-312)
Kincardine (K-490)
Kirkland Lake (K-337)
La Hulloise (K-668)
Lanark (K-669)
Lavallee (J-371)
Lloyd George (J-279)

Loch Achanalt (K-424)
Loch Alvie (K-428)
Longueil (K-672)
Louÿsburg (I) (Corvette) (K-143)
Lunenburg (K-151)
Magog (K-673)
Margaree (H-49)
Matapedia (K-112)
Melville (J-263)
Merrittonia (K-688)
Middlesex (J-328)
Mimico (K-485)
Monnow (K-441)
Montreal (K-319)
Morden (K-170)
Napanee (K-118)
Nene (K-270)
Nipigon (J-154)
Norsyd (K-520)
North Bay (K-239)
Orangeville (K-491)
Otter (Armed Yacht)
Parry Sound (K-341)
Peterborough (K-342)
Port Arthur (K-233)
Port Hope (J-280)
Portage (J-331)
Poundmaker (K-675)

Prince Rupert (K-324)
Qu'Appelle (H-69)
Regina (K-234)
Revelstoke (J-373)
Ribble (K-411)
Rimouski (K-121)
Rossland (J-358)
Rosthern (K-169)
Sackville (K-181)
St. Boniface (J-332)
St. Pierre (K-680)
Sarnia (J-309)
Saskatoon (K-158)
Stettler (K-681)
Stratford (J-310)
Strathroy (K-455)
Sussexvale (K-683)
Teme (K-458)
The Pas (K-168)
Thetford Mines (K-459)
Thorlock (K-394)
Transcona (J-271)
Trois Rivières (J-269)
Truro (J-268)
Venture (Schooner)
Victoriaville (K-684)
Whitby (K-346)



During a church parade in early April for Royal Roads cadets, Commodore H. V. W. Groos, Commodore RCN Barracks, Esquimalt, took the salute in front of the legislative buildings in Victoria. With him are Navy, RCAF and Army officers attached to Royal Roads. (E-44860)



The various RCN libraries at Stadacona have been assembled under one roof and facilities are provided there for a wide range of reading and research—from browsing for amusement to advanced study. The combined facilities give Stadacona, in effect, an adult education centre. At the upper left is the library building with the Chief and PO's mess and administration building in close proximity. To the right is the conference room, provided with a variety of audio-visual educational aids, where study groups meet. At the lower left is the Stadacona reading room, and, lower right, the fountainhead of the recreational libraries for ships at sea.

STAD'S FOUNTAINS OF KNOWLEDGE

IN WHAT used to be "The Little Red Schoolhouse" in *Stadacona*, business is booming, for through the efforts of the Command Education Officer, the various libraries have been concentrated in one building.

The first deck of the three-storey building contains the Command Text-book Pool, Pool Library and distribution centre for the ships' recreational libraries. Here books are received, covered and made ready for the ships. From book reviews and lists published regularly, the fleet is informed of the reading material available.

On the second deck is located the *Stadacona* Reading Room and Reference Library and the most frequently used books of the Command Reference Library.

"Of late there has been a noticeable increase in the quality and quantity of reading," says Mrs. O. T. E. Marr, the librarian.

"In literature as well as in art and music, there appears to be the beginning of a renaissance, but it is most gratifying to see this preference for the better things of life, evinced by the sailors." It is an interesting fact that

in many weekly periods the non-fiction or classical books on loan exceed the modern fiction by as much as 25 per cent.

"It is not an uncommon sight to see a young lad leaving the library with one or two books of philosophy, naval history, history of art or music, and the Holy Bible tucked under his arm."

The Atlantic Command Reference Library contains many rare books which are valuable for research. For example, there is a complete set (first edition) of "The Naval Chronicles of England", and a collection of old Navy

Lists, dating from the year 1782. There are two volumes of Franklin's Arctic Expeditions and a beautiful volume of "The Ross Expedition", and a host of other valuable and entertaining books. The new Encyclopedia Canadiana is arousing keen interest.

On the top deck are located the "archives" or older reference volumes together with pamphlets, posters, periodicals, maps, etc., accumulated during the heyday of the Bureau of Current Affairs. It is here that on February 17 of this year there began an experiment in "Adult Education for the Serviceman", when under the authority of GO 54.00/1 a series of fortnightly 15-hour courses or seminars for officers and senior men was inaugurated.

With the help of "voluntary professionals" and a wealth of audio-visual aids, summaries, etc., successive groups of 12-15 mature personnel met fortnightly for a concentrated two-and-a-half day informal seminar on topics

that were always current or vital, had direct bearing on one's duties in the service, applied to both hot and cold war conditions and were practical. Naturally, topics on Canada received top priority.

Acting on the premise that "discussion is an exchange of intelligence", the library officer has set up a conference room conducive to good "group thinking", supplemented by such aids as 16mm transparency and film strip projectors, tape recorder-player, radio, prepared questions, placards, sketches and so non. In addition each class member is required to tour the libraries and review a book for the benefit of the Fleet Bookmen's Service.

So far there has been no shortage of competent discussion leaders, but a healthy stock of recorded talks is being compiled "just in case". Many of the talks utilize prepared questions, practically duplicating the presence of the speaker.

Not long ago the library and conference room were visited by Gordon Hawkins and Herman Timmins, of the national and provincial associations for adult education respectively. While the Navy effort is more national and international in scope, it was observed that the similarity between the two programs was significant.

If the oral and written critiques of the first few classes are indicative of the value of such training, the project is here to stay.

The fact that the various library facilities are appreciated is shown by the men who spend the noon hour and the early evening hours, in a relaxing atmosphere, reading home-town papers or their favourite magazine, or browsing among the fiction library cases.

Stadacona is proud of the library service, and issues a hearty invitation to all men and women on the base to come in and enjoy the atmosphere of quiet relaxation.



Ships of the First Canadian Minesweeping Squadron outward bound from Halifax for month-long exercises in coastal waters. The ships were to visit St. Pierre, Quebec City, Charlottetown and Sydney. Left, in line ahead, are the *Resolute*, *Quinte* and *Fundy*, and right, the *Thunder*, *Chignecto* and *Chaleur*. (HS-52998)

REMEMBRANCE IN THE ARCTIC

Eskimos and Indians Join in Battle of Atlantic Rites

ACROSS the entire breadth of Canada in early May the Royal Canadian Navy observed Battle of the Atlantic Sunday in balmy spring weather. There was a notable exception—and that occurred up beyond the Arctic Circle at Naval Radio Station Aklavik, North West Territories.

It wasn't just that there was snow on the ground, that the trees were bare and that the men wore parkas over their uniforms on the way to the service in All Saints Cathedral. There was an even more noteworthy difference. Apart from sailors and their families, the congregation (about two-thirds of it) was composed of North-dwelling Eskimos and Indians to whom the Battle of the Atlantic and the Second World War must have seemed remote indeed.

However, the dusky inhabitants of the Arctic sat reverently through the service and their voices were joined with those of the sailors in the hymn for "those in peril on the sea".

Temperatures were below zero outside the little wooden cathedral — the farthest north in Canada — but within were warm companionship and memories of those who had paid dearly on the North Atlantic for the world's freedom.

A few weeks earlier, three of the Aklavik sailors had a contrasting experience of life in the Far North. CPO H. J. Achtzener, PO N. R. Marsaw and AB A. W. Hartley were invited to accompany Sergeant W. L. Carey, RCMP, to Reindeer Station, 40 air miles northeast of Aklavik, where the constable was to supervise the slaughter of a reindeer herd.

Reindeer Station, on the bank of the East Channel of the Mackenzie River, lies in a cleft of the Caribou Hills. In 1929 Andrew Bahr began the long trek from Elephant Point, Alaska, driving the government-purchased herd before him and in 1935 he reached the area where the reindeer are now herded. Reindeer were purchased by the Canadian government to supplement the dwindling caribou, once the principal Eskimo diet.

As the years passed and the herd was built up, hired Eskimo herders were given the opportunity of purchasing herds of their own from the government. It was one of these herds that was slaughtered in March. The elderly Eskimo owner was no longer capable



Wearing winter boots and parkas, personnel from Naval Radio Station Aklavik march to All Saints Cathedral, most northerly Anglican cathedral in the world, to commemorate Battle of the Atlantic Sunday.



Eskimos and Indians form the larger part of the congregation as sailors from Naval Radio Station Aklavik await the start of a service commemorating the Battle of the Atlantic in All Saints Cathedral. PO Norman Marsaw is acting as usher.

of caring for the animals, and his sons were not interested, favouring the easier money to be made at "white man's" jobs. He probably realized

about \$10,000 from the sale of the meat, which was sold to the missions in Aklavik and the surrounding area, as well as to the various Hudson's Bay posts.



A reindeer herd on the tundra 40 miles northeast of Aklavik. Observing it are (left to right) CPO H. J. Achtzener, AB A. W. Hartley and PO N. R. Marsaw, of Naval Radio Station Aklavik. In the distance at the right a herder can be seen. (CN-3443)

The trip from Aklavik to Reindeer Station, which was made by aircraft, was not without incident. On Monday, March 24, the first attempt was made, but heavy weather was encountered over the Mackenzie and they had to turn back. On Tuesday the weather prevented them from making a second attempt. However, on Wednesday, the last day of the shoot, they were able to make it, although the weather was still unsettled and a poor day for photography. They intended to spend about four hours taking pictures and viewing the herd. Instead they spent two days.

They arrived about noon and had dinner with Mr. and Mrs. Douglas. Mr. Douglas is the government herd supervisor and after dinner he took them out to the herd by bombardier.

By 1600 it was snowing quite hard and the wind was rising. The Cessna had to be dug out and turned into the wind by manpower. After about ten minutes in the air the ground was completely obscured by the falling snow, and it was necessary either to return to Reindeer Station as fast as possible or chance a forced landing in the delta, as the pilot had done the previous week. When they arrived back at the station the ceiling was about 100 feet and getting worse. The landing was without incident. After tying the plane down they made their way through the deepening snow to the local postmaster's where they spent the night playing

bridge and partaking of refreshments until the wee hours of the morning.

By morning the weather had cleared sufficiently for take-off, but just before the plane became airborne a ski struck a piece of ice, which caused the door to fly open giving Chief Achtzener a few anxious moments.

They arrived back at Aklavik in good spirits, knowing that their experience of witnessing a reindeer shoot numbered them among the few Canadians who have witnessed such a sight. — N.R.M.



BENEVOLENT FUND ASKS FOR SUPPORT

Naval personnel already contributing to the RCN Benevolent Fund by assignment of pay have been asked by the Fund to interest others in doing likewise on an "each one reach one" basis.

A form letter was sent out in June, accompanied by deduction contribution blanks to be passed on to someone else in the service. The move was a follow-up to a suggestion unanimously endorsed by delegates to the RCNBF annual meeting in April.

Naval regulations permit the assignment of pay of 25 cents and upwards to the Fund. Since there is a likelihood of increased demands on the Fund this year, there is an urgent need of increased donations so the future earning power of the Fund will not be impaired by spending capital.

The form letter points out that tragedy and misfortune do not respect rank or position and there is comfort in the fact that the Fund stands ready to assist when circumstances get out of hand.

By the end of May 4,520 officers and men were listed in the RCNBF donation books, this figure representing 23 per cent of the current strength of the Navy and also representing a valuable source of continuing income to the Fund. Receipts from this source in 1957 totalled \$32,012.17, an amount without which the Fund would barely have held its own.

During 1957 assistance to 233 serving naval personnel totalled \$16,577.45 in grants and \$45,055.78 in loans—about \$5,000 more than donations from all sources. In addition the Fund gave assistance of more than \$100,000 to former naval personnel and dependents.

CHURCH TO SERVE NAVAL FAMILIES

The new Roman Catholic Church, Our Lady Star of the Sea, for naval families in Belmont Park married quarters near Royal Roads, was solemnly blessed and dedicated on Sunday, June 29, by the Most Rev. James M. Hill, DD, Bishop of Victoria. The dedication service was followed by solemn High Mass.

The Command Chaplain (RC), Chaplain John Farrell, was in charge of arrangements and Chaplain Hugh McGettigan, Roman Catholic chaplain for Belmont Park, assisted at the service.

AFLOAT AND ASHORE

PACIFIC COMMAND

HMC Ordnance School

HMC Ordnance School, *Naden*, has been engaged in preparing for the move to the Naval Technical School. While making these preparations, instructions continued to be given to classes of Ordnance Technicians, Armourers and Armourers' Mates.

Centennial commitments have reduced staff and instructors to a large degree and it was expected that instructions would cease for a brief interval during the move.

The following changes have been made in the school complement: Lt. W. L. Wood left for Naval Headquarters, Ottawa, in May; Lt. J. W. Russell joined June 15 as Senior Instructional Officer; CPO W. B. Wynn joined from the *Ontario*; PO R. D. Finchfield joined from the *Cayuga*; PO A. L. Hall left for *Cayuga*; CPO R. N. Knight left for the *Jonquiere*, and CPO J. G. Grahame left for the *Cayuga*.

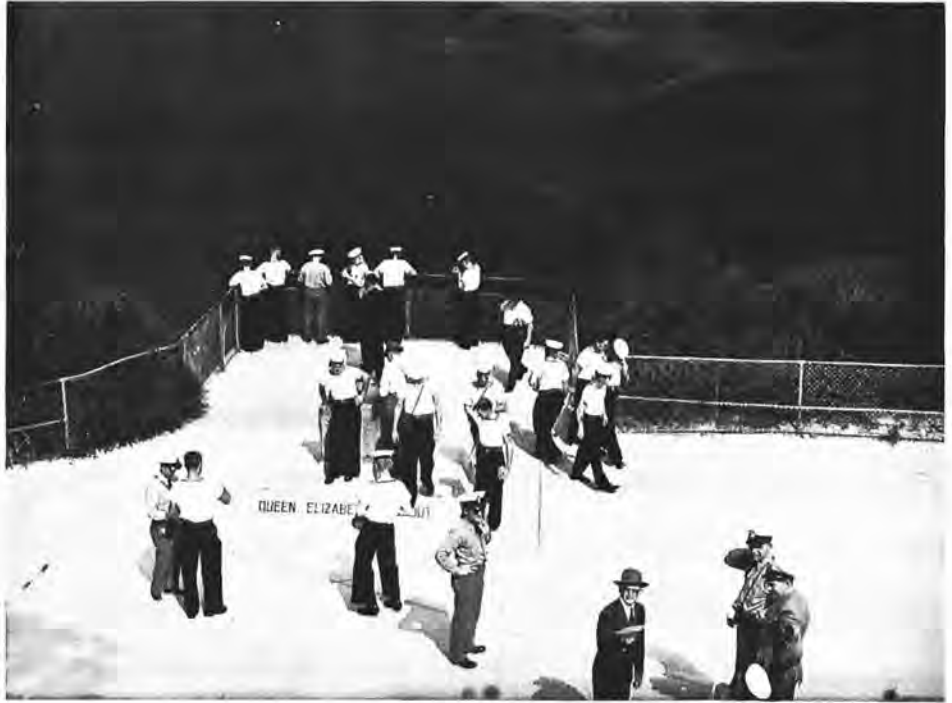
HMCS Ontario

The *Ontario* sailed for San Francisco after spending three days in Prince Rupert in mid-June. Accompanied by the *Athabaskan* and *Skeena*, the *Ontario* arrived at Prince Rupert Monday, June 16, to launch the city's centennial armed services week. Ships' officers and men were entertained and provided entertainment during our stay.

On arrival the customary calls were made and returned. Then began a packed itinerary for the ships' companies which made this a pleasant and memorable occasion for them and the citizens of Prince Rupert. The *Ontario* ship's band and clowns entertained 100 Miller Bay Indian Hospital children the first afternoon and the *Skeena* played host to 75 sea Army and Air Cadets. The reception on board the *Ontario* that night brought out over 200 city residents.

The same night two smokers were held ashore in the Legion Hall and the armouries for chief petty officers, petty officers and men of the three ships.

Tuesday afternoon all the city's grade three children were entertained at a fun fare aboard all three ships. In the evening a crowd of over 600 witnessed



Canadian sailors, ashore from HMCS *Ontario*, last spring had a good look at the Australian equivalent of the Rockies—the beautiful Blue Mountains, inland from Sydney. (OT-3896)



Lt. (SB) John A. MacDonald, RCN, is shown proudly wearing a set of outsize shoulderboards calling attention to his promotion to lieutenant, and receiving hearty congratulations from Captain Gifford Grange, USN, at a promotion party last April. Captain Grange is commanding officer of the U.S. Naval Communication Station, Washington, where Lt. MacDonald is serving a two-year tour with the Security Group Department. A painted gold star was added to the conventional lieutenant insignia to show the close relationship between personnel of the two navies. Lt. MacDonald and eight RCN men are serving at Cheltenham, Maryland, as part of an exchange plan. (USN Photo.)

the sunset ceremony performed in front of the provincial court house by the *Ontario's* guard and band. This was followed by an official reception given by the centennial committee and HMCS *Chatham*, the Prince Rupert naval division, for all the ships' officers.

The same evening the guard and band were entertained at a party in the Canadian Legion auditorium.

Wednesday afternoon all ships were open to visitors. Over a thousand citizens availed themselves of the opportunity to visit the ships and see at first hand the Navy's contribution to Canada's fighting strength.

In the evening a shallow-water diving display was staged at the Gyro swimming pool by five sailors. The team finished its display with the imitation of a demolition run at a model aircraft carrier.

The highlight of the visit, culminating the three days' activities, was the centennial ball staged in HMCS *Chatham* at which the *Ontario* band provided the music.

ATLANTIC COMMAND

HMCS *Stadacona*

Wrens of the Atlantic Command held their second annual mess dinner at the Lord Nelson Hotel, Halifax, in April.

The conveners were: Wren E. Pollington, Wren M. McGarry and Wren E. Holmesdale; and the dinner was pre-

sided over by the mess president, Ldg. Wren J. (Totten) Thompson.

The wrens welcomed as their guests Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast; Commodore D. L. Raymond, Commodore RCN Barracks, Halifax; Cdr. D. L. Hanington, Executive Officer, *Stadacona*; Lt.-Cdr. W. E. Widows, First Lieutenant - Commander, *Stadacona*; Lt.-Cdr. (W) J. Crawford-Smith, Staff Officer Wrens, Naval Headquarters; Lt.-Cdr. (MN) M. J. Russell, Matron, RCNH; Chaplain (P) A. G. Farraday; Chaplain (RC) L. Dougan, HMCS *Bonaventure*; Lt. (S) C. E. Ogilvy, *Stadacona*; Lt. (W) P. R. Rennie, *Shearwater*; Lt. (W) D. Kiley, *Shearwater*; Lt. (W) A. Savoie, *Stadacona*; Lt. (W) E. O. Scott, FOAC; Lt. (W) B. Guerny, FOAC; Sub-Lt. (W) S. A. Kearns, FOAC and Sub-Lt. (W) A. L. Doupe, FOAC.

Much pleasure was derived from the receipt of telegrams from Lt.-Cdr. (W) Grace Lyons, Staff Officer Wrens on the staff of Flag Officer Naval Divisions at Hamilton, Ontario; the wrens of Moresby House, HMCS *Naden*, Esquimalt, and Miss Althea Gillard, an ex-wren now living in Vancouver—to say nothing of the excitement caused by a telephone call later in the evening from a group of former *Stadacona* girls now in Winnipeg, in the midst of their own small celebration.



When the Third Canadian Escort Squadron visited Montreal in June, Naval Headquarters took the opportunity of arranging for some of its civilian employees from Ottawa to tour the ships. Shown on board HMCS Ottawa are five young ladies from Headquarters. Left to right are Mrs. Julie Meloche, Misses Margaret Holmes, Joyce Price, Mrs. Lillian Cram and Miss Betty Jardine. (HS-53411)



Matters of interest to Canadian Services Colleges were discussed at the annual Commandants' Conference late in June at the Canadian Services College, Royal Roads, Esquimalt. Attending the conference (left to right) were: Group Captain L. G. G. Archambault, Commandant, College Militaire Royal de Saint-Jean, Saint-Jean, Que. Colonel P. S. Cooper, Commandant, Canadian Services College, Royal Roads; Commodore D. W. Piers, Commandant, Royal Military College, Kingston, and Brigadier R. P. Rothschild, Director of the Regular Officer Training Plan, from Headquarters in Ottawa. (E-45814)

At the close of the formal dinner and speeches the president invited everyone to adjourn to the wrens' lounge in *Stad-acona* for entertainment.

With the emphasis on humour the "Roving Players" presented an epic version of *Cinderella*, under the title of "Wrennella". Written by and under the capable direction of Ldg. Wren L. Arnold, the cast romped through the various problems confronting our lowly Wiennella, besieged by the tricks and plots of her senior step-sisters, Lead-ingella and Pettyella. Lt. Step-Mother, as befitting her role, aided and abetted said sisters on every count. But Chief Fairy Godmother sped to the rescue and saw to it that our Wrennella not only attended the Naval Ball, but met and eventually married the Admiral's son.

As on all such happy occasions, the evening must come to a close but not before friendships were renewed and ties strengthened. Lt.-Cdr. Crawford-Smith paid a special tribute to those who gave freely of their time and talents, thus creating yet another milestone in wren history — a very well organized mess dinner and certainly an evening long to be remembered. With the singing of *Auld Lang Syne* our thoughts went out to those who could not be with us—and the hope of "perhaps next year".—E.H.L.

NAVAL DIVISIONS

HMCS *Nonsuch*

Proficiency awards were presented June 17 at HMCS *Nonsuch*, Edmonton, during the naval division's annual inspection.

Lt. W. G. Stuart won the grand aggregate indoor rifle competition, while PO K. D. Watson won the half-company marksmanship award for the .303 service rifle. Silver spoons for the best monthly rifle scores were presented to CPO E. Y. Wood, PO Watson, Lieut. Stuart, Ldg. Sea. W. Green, Ldg. Wren M. Grisdale, Lieut. J. A. Gibb, and Ldg. Sea. G. A. Ninian.

Sub-Lt. E. L. Maltais was announced winner of the contest to choose a motto for the ship.

Lt. R. C. Bocking was judged the most proficient junior officer, while CPO C. S. Humford was the most proficient member of the Chief and Petty Officers' mess. Ord. Sea. B. K. Johnston was the most proficient new entry.

PO J. R. Taylor has had the most consistent attendance. Other attendance awards went to CPO W. C. Lake, CPO Humford, AB D. R. Carrigan, Wren I. B. Gagnon, and Wren G. M. Kozoway.



Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, inspects a class of cooks under training at the Supply School, HMCS Hochelaga, at ceremonial divisions on June 9. The officer of the guard is Lt. (S) D. N. Ross. (ML-6856)



Young Hilary Wellard, a member of the physically handicapped class of Sir Charles Tupper School in Halifax celebrates her 12th birthday "at sea" aboard HMCS Granby. Hilary and her classmates were guests of Granby's ship's company for a two-hour cruise of Halifax Harbour and Bedford Basin. Granby's cooks baked a birthday cake for Hilary and here she is cutting the first piece. (HS-53301)

Departmental proficiency awards were given to Ldg. Sea. Ninian, of the band; Wren C. E. German, of communications;

Ord. Sea. D. E. Voss, of supply; PO R. N. Hunt, of shipwright, and Ldg. Wren M. Grisdals of the wrens.

THE NAVY PLAYS

Coverdale Tops In Volleyball

Every now and again HMCS Coverdale, naval radio station near Moncton, produces a quality sports team out of all proportion to the station's size but highly indicative of its *esprit de corps*.

Its 1957-58 volleyball team won the Moncton City, New Brunswick, Atlantic Command and Maritime Tri-Service championships. It made the semi-finals of the Maritime Open tournament.

Statistics have special meaning in the case of these naval communicators. They were defeated in only one set match throughout the season and this one went to Fairview Aces who passed them for the Maritime crown.

They played a total of 185 games, winning 161 and losing 24, and held 65 practices for more than 100 hours of drilling.

In the Moncton City League, they won 79 of 87 games, capturing the city title for the first time in seven years of participation. The team was made up of nine players (five setters and four spikers). Six of the players were in their first year of organized volleyball.

Their successes are due in large measure to Cd. Off. (SB) Ray Eastman, playing coach, who introduced a new style of play in the Maritimes. Innovations included consistent overhand smash serves, screened serves, continuous two-man defensive blocks and a variety of switching tactics to present power-spiking combinations at all times.

The eventful Coverdale volleyball year began September 10, 1957, and went on for an arduous eight months to May 27, 1958. When the first practice was held only three members from the previous year were on hand. The remaining six were selected from a group of 20 inexperienced aspirants. In addition to practices and league play, a series of exhibition games were played, usually on week-ends. The strategy proved almost perfect as the Coverdale squad gathered in three of the four major titles.

Members of the team included Eastman, as playing coach; CPO Alf Brockley, manager; PO Bruce Pirt, team captain; Ldg. Sea. Ed Roberts, Ldg. Sea. Gary Anstey, CTC John Holt, USN; PO Lou Lamoureux, Ldg. Sea. Norm Anctil, and Ldg. Sea. Red Manak.



Winners of three out of four major volleyball titles down East is this team from HMCS Coverdale, naval radio station near Moncton, N.B. Front row, left to right: PO Lou Lamoureux, Ldg. Sea. Ed Roberts, CPO Alf Brockley (manager), CTC John Holt, USN. Rear: Ldg. Sea. Gary Anstey, Ldg. Sea. Norm Anctil, Cd. Off. (SB) Ray Eastman (coach), PO Bruce Pirt (captain) and Ldg. Sea. Red Manak. (DNS-20837)

New Entry Boxing Finals Held in May

The 50th new entry bi-monthly boxing championships at Cornwallis reached the finals in all weights last May with two titles awarded by default because the fighters were drafted to sea. A total of 106 bouts were required to fight off all divisions and weights up to the finals.

In the featherweight division finals, Morrow of Cayuga division drilled Grovesnor (St. Croix) at 1 min 5 sec of the first round. In the middleweight title fight the decision went to Duffy of St. Croix over Fears.

Other winners on May 27, follows:

Bantamweight — McPhee (Restigouche), by decision; lightweight — Beaudoin (Skeena), by KO; light welterweight—Anderson (Restigouche), by KO (the shortest bout on the card, 19 seconds; welter—Ham (Restigouche), by decision; light middleweight—Feth (Restigouche), by decision; light heavy-

weight—Tinney (Restigouche), by decision, and heavyweight—Levesque (Assiniboine) by TKO.

Final points for the Cock-of-the-Walk were Restigouche 68, Skeena 56, Nootka 44, St. Croix 39, Assiniboine 36, Kootenay 31, Cayuga 28 and Saguenay 24.

Alibi Found for Softball Loss

Wardroom Officers of Queen lost a challenge softball contest 12-3 to the Regina division's chief and petty officers. The loss was blamed on the absence of Lt. Norm Elsey, catcher.

The representative team in the local league fared better and was leading the schedule in June.

Cross-Country Race for 600

At the drop of a pennant, the parade ground of Cornwallis was hidden by white sweaters May 28 as 12 divisions,

totalling 600 new entries, swarmed away on the first new entry open cross-country race.

Within the 20-minute time limit, 495 had crossed the finish line, Ord. Sea. Price of *Kootenay* Division lowering his own record of 11 min., 54.5 secs to a new one of 11.50. Price is a member of the *Cornwallis* track and field team, competing in the mile race and mile relay.

Ord. Sea. Wallace of *Cayuga* Division was a close second and Ord. Sea. Keatley (*Kootenay*) came third. The winning division was *Saguenay* with 58 points.

League President Wins Bowling Trophy

A team captained by Lt. (SB) Norm Stewardson won the McCallum trophy for topping "A" section of the 14-team Naval Headquarters mixed bowling league.

Team members included Lt. (SB) Gordon Ball, Miss Lois Hodgins, Ldg. Sea. Lou Dubroy, Miss Nita Smith and Geroges Berniquez. Lt. Stewardson was also president of the league.

Badminton Top Donnacona Sport

Donnacona recorded a busy indoor sports season but produced no ringing victories. Badminton was most popular with keen competition within the Montreal naval division, especially among RCN staffers battling in lunch hours.

Lack of practice facilities forced basketball and hockey ventures far below usual form. Hoopsters played only three games—a win, tie and loss resulting. Pucksters confined themselves to "friendlies", particularly with the staff of CMR at St. Jean.

The officers' indoor fastball nine enjoyed a fair year, finishing third in the Montreal Military League. *Donnacona* officers defeated *Hochelaga's* in a 2-1 upset, so the Supply Centre now holds the furlined "mug" which goes to the loser.

A team may be rounded up for entry in the Lachine fastball league.

Trophies Given At Banquet

Trophies won by members of the *Gloucester* bowling league were presented at the annual banquet by Lt.-Cdr. J. W. Swiniarski, executive officer of the naval communications school outside Ottawa. The winning team was



The RCN yacht *Pickle* heads for Newport, Rhode Island, and the start of the famous biennial race to Bermuda. Two other Canadian boats were entered. (DNS-14478)

the "Headpins", captained by E. Griffin. Other awards were:

High average (men), R. Burke; high average (ladies), B. Skiffington; high single (men), B. Cummings; high single (ladies), P. Leclerc; high cross (men), E. Amy, and (ladies) B. Leclerc.

Pickle Enters Bermuda Race

The RCN yacht *Pickle*, skippered by Cdr. J. C. Reed, placed 22nd among class "A" boats competing in the biennial Newport-Bermuda ocean sailing race. The blue-water classic attracted a record total of 121 starters.

A sequel to the biennial, the RCNSA-sponsored Bermuda to Halifax race, failed to attract entries and was can-

celled. However, the *Pickle* reported she was returning to Halifax with a U.S. ensign won from the yacht *Royona*. For the race, the *Pickle* wore the burgee of the RCN Sailing Association. She took part in the same race in 1956 with Cdr. G. M. Wadds as skipper.

The Canadian Navy entry is a 100-square-metre yawl, 58.5 feet long and has a rating of 45.5. She was built in Germany.

Members of this year's crew were Lt. Keith D. Lewis, Lt.-Cdr. W. C. Wheeler, CPO Howard M. Oliver, Lt.-Cdr. P. A. G. B. Baldwin, Ldg. Sea. John McMillan, AB John T. MacLeod, Ldg. Sea. Richard A. Baker, Ord. Sea. Clifford Simmons, PO Karl T. Eisener, PO William Greenwood and Lt. (S) M. G. Thompson.

BOOKS for the SAILOR

ZEEBRUGGE

AS DEATHLESS as the event itself is the debate as to what, if anything, was accomplished in the attack on Zeebrugge, 40 years this past April. Among strategists and tacticians, professional and amateur, from staff college students to armchair admirals (and generals), the argument persists, the one side contending it was an extravagant, flamboyant failure, the other that it was a brilliant, decisive success.

The affirmative gets new and strong support in "Zeebrugge, St. George's Day, 1918," most recent of the many books written on the subject. Without reservation or qualifications, the author, Barrie Pitt, declares that the Zeebrugge-Ostend operation not only achieved its tactical objective—sealing the hornet's nest of submarines at Bruges—but produced results and effects of far greater importance and benefit to the Allies.

Lest it be inferred that the book consists mainly of arguments in support of the operation, it should be pointed out that Mr. Pitt confines his review of the evidence and presentation of his conclusions to a mere eight pages. The preceding 200 pages are devoted to the enterprise itself—its cause, its creation and most particularly its execution. Fully and vividly, the author describes the attack on Zeebrugge, the expedition against Ostend, and the individual and collective exploits that so illuminated these associated operations.

Heroes there are in staggering abundance, but the name that stands above all others is the one synonymous with Zeebrugge—Roger Keyes. It was Keyes who pulled the plan off the shelf, beat it into shape, got it approved and commanded the expedition. Like the expedition, Keyes had his detractors, and it is at these that Mr. Ross aims his most withering blasts.

The book contains a number of illustrations, maps and diagrams that assist considerably in the appreciation of personalities and events.—R.C.H.

ZEEBRUGGE, St. George's Day, 1918, by Barrie Pitt; Cassell, London, published in Canada by British Book Service (Canada) Ltd., Kingswood House, 1068 Broadview Avenue, Toronto 6; 237 pages; illustrated; \$4.25.

BOOK OF INTEREST TO NAVIGATORS

HM Stationery Office in London has published for the National Maritime Museum a small book entitled "The Instruments of Navigation".

This book is primarily a catalogue of the navigational instruments in the Museum, but the entries concerning

them have been grouped into types and each type is prefaced by a short description of the instrument, its history and how it is, or was, used.

It was prepared by Cdr. H. O. Hill, the museum's curator of instruments, assisted by E. W. Paget-Tomlinson, now of the shipping section of the Liverpool Public Museums.—*Admiralty News Summary.*

CAVALRY ON ICE

Winter in The Netherlands can be severe and lead to strange situations, as those readers who served in North-West Europe during the Second World War may recall. But nothing that befell members of First Canadian Army can compare with certain bizarre events which took place during December 1572 and January 1795.

Midway in John L. Motley's massive five-volume history of "The Rise of the Dutch Republic" is a brief description of what occurred during the course of an unusually cold spell in December 1572, after the Spaniards had sacked Naarden and just before the notorious Duke of Alva laid siege to Haarlem.

"A little fleet of armed vessels, belonging to Holland, had been frozen up in the neighbourhood of Amsterdam. Don Frederick, on his arrival from Naarden, despatched a body of picked men over the ice to attack the imprisoned vessels. The crews had, however, fortified themselves by digging a wide trench around the whole fleet, which thus became for the moment an almost impregnable fortress. Out of this frozen citadel a strong band of well-armed and skilful musketeers sallied forth upon skates as the besieging force advanced. A rapid, brilliant, and slippery skirmish succeeded, in which the Hollanders accustomed to such sports, easily vanquished their antagonists and drove them off the field, with the loss of several hundred left dead upon the ice.

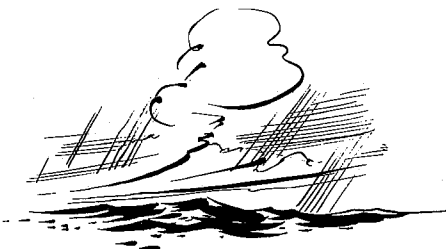
"'Twas a thing never heard of before to-day', said Alva, 'to see a body of harquebusiers thus skirmishing upon a frozen sea.' In the course of the next four-and- twenty hours a flood and a rapid thaw released the vessels, which all escaped to Enkhuizen, while a frost, immediately and strangely succeeding, made pursuit impossible."

The era of limited warfare which was to last for a century and a half, following the conclusion of the religious wars in Western Europe, found armies going into winter quarters as soon as the weather became inclement. But no sooner had the armies of Revolutionary

France introduced the ideas of nationalism and total war, than there occurred a similar phenomenon, although with a different ending. This has been concisely set forth by Lt.-Col. George T. Denison of Toronto in his "History of Cavalry" which won the Czar of Russia's prize in 1877:

"One of the most extraordinary and striking incidents in the history of cavalry service occurred in the campaign in Holland in the month of January, 1795. The moats and canals in that country caused it to be so intersected in the summer that cavalry could hardly operate in it at all, but in the winter of that year all the ditches and watercourses were frozen, and gave a free passage to horsemen and horse artillery over the ice. The arsenal of Dordrecht was taken in this way, the troops crossing the frozen Lake Biesbos to attack it; while, at the same time, the French general, hearing that a portion of the Dutch fleet was frozen up in the neighbourhood of the Texel, and fearing that it might get clear and set sail for England, despatched a large force of cavalry and flying artillery against it. They moved rapidly through North Holland, crossed the Zuyderzee on the ice, and the strange spectacle was presented of cavaliers and light artillery investing ships of war and summoning them to surrender.

"The commanders of the vessels, confounded at the idea of being charged by cavalry, a species of attack they had never anticipated, surrendered without resistance, and to the French hussars belongs the credit of having been the only cavalry that ever captured a fleet of war vessels on the sea."—J. Mackay Hitsman, Army Historical Section, in the *Canadian Army Journal.*



LOWER DECK PROMOTIONS

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

ALLAN, John G.LSEG2
 ARCHAMBAULT, Laurence E. ...LSCS2
 ARMSTRONG, Glenford W.LSAP2

BEATON, John A.LSEM1
 BEAUCHEMIN, Jacques J.C2SH4
 BEAULIEU, Raymond G.LSVS2
 BELANGER, Guy J.LSEM1
 BINETTE, Patrice J.LSRA2
 BISSONNETTE, Fernand J.P2PW2
 BLACK, William W.C2OT4
 BOWDEN, Richard L.P1RT4
 BOWES, Edwin W.P2MA2
 BRADFORD, WayneP1SH3
 BRADSHAW, Kenneth E.LSBD2
 BRYAN, Earl R.P2MA2
 BUCKOSKI, RobertLSEA2
 BURLEY, Paul L.LSMA2
 BUSSARD, Robert P.LSMA2

CAMPBELL, Cyril F.LSBD2
 CAMPEAU, Robert J.LSPW2
 CANNON, Charles T.LSNS2
 CANUEL, Gabriel H.C2EM4
 CATHRINE, John R.P1SW3
 CAULIER, AlfredLSMA2
 CAZA, Robert A.LSCK2
 CHAPMAN, Roger A.LSCV1
 CHRISTIE, Robert W.LSMA2
 CLARK, George A.C2EM4
 CLARK, Robin C.P2MA2
 COCKHEAD, John G.LSEM1
 COLLINS, Frederick W.LSCR1
 COOK, Hugh L.LSNS1
 COONES, Howard A.LSAW2
 COOPER, Lawrence R.LSAA1
 CORLIES, Grant J.LSMA2

COURNOYER, Gracien J.LSEM1
 COWLEY, Jay W.LSEM1
 COWPER, Peter W.P1PW3
 CURTIN, Bryan A.LSEM1

DAVIS, Clyde N.LSAA1
 DAWSON, Joseph G.LSMA2
 DAWSON, Malcolm D.LSED2
 DEACON, Frederick R.P2OM2
 D'EON, Douglas A.P2EG3
 DENT, Keith D.LSRT2
 DESLIPPE, Everette B.LSSW1
 DEVEREAUX, Leonard A.LSVS2
 DORUSH, Kenneth L.LSCS2
 DUCHESNEAU, Joseph R.P2VS2
 DUNFORD, Carl O.LSAA1

ECCLES, Joseph R.LSMA2
 EHLER, Denton R.LSEM1
 ENGLER, Max.LSEA2

FAULKNER, George A.P2RT3
 FAWNS, William D.P1HA3
 FENLON, Robert M.C2VS3
 FERRELL, John D.P1SW3
 FORTIN, Jean-Claude J.P2MA2
 FOWLER, Gerald K.P2MA3
 FRENCH, William G.P2BD3

GAGNER, Dieudonne R.LSEM1
 GAGNON, Edgar C.LSPW1
 GIFFORD, Arthur A.LSCD2
 GILBERT, Arthur V.C1ER4
 GIROUX, Lucien J.P2NS2
 GLASSMAN, WalterP2EM2
 GOSSEL, Delmar A.LSPW2
 GRAHAM, Douglas F.P2EM2
 GRANGER, Andre J.LSEM1
 GREGOIRE, Jeanne E.WP2MX2
 GREGORASH, Paul T.LSNS2
 GUDGEL, William A.LSMA1

HEWENS, Gordon R.P2EM2
 HILL, Kenneth M.P2EM2



HOBDAV, Gordon F.LSEM2

INGLES, Harold R.LSTD1

JARDINE, William G.LSRC2

JENKINS, Donald H.C2ST4

JOYCE, FrederickC2LA4

KATZER, Robert A.P1VS3

LACHANCE, Claude J.LSSW2

LACHAPELLE, Jean J.LSSW2

LAPORTE, Bernard R.LSCK2

LARSON, Ruth A.WLWE2

LAST, Robert G.LSQR1

LAWRIE, Robert W.LSEM1

LECLAIR, John V.LSRP1

LENNOX, Wilbert N.LSMA2

LEONARD, Thomas J.P1MA3

MacKINNON, Russell A.P2CV2

MacPHAIL, Kenneth W.LSBD2

McCOURT, JohnLSRC1

McDERMID, Douglas J.LSEM1

McGUIRE, Terrence E.LSTD1

McKAY, Alexander K.LSNS1

McKERRACHER, Caron A.P1RT4

McSHANE, William D.LSTD2

MAILHOT, Jean J.LSMA2

MAJOR, Joseph J.P2SW2

MARSCH, John E.PINS3

MARTIN, Adelard J.LSNS1

MAW, Arnold F.P1VS3

MILLER, Austin S.LSMA2

MOORE, RoystonP1MA3

MOORE, Thomas W.P2LA3

MORROW, William A.P2PW2

NEVITT, Neal J.LSMA2



"It's not the ABs that worry me; it's those leading hands."



The busiest summer in its history is being experienced by the Naden band, shown here rehearsing on a sunny day in June. The B.C. Centennial and the attendant visit of Her Royal Highness the Princess Margaret are mainly responsible for the increased demand on the band's services. (E-45695)

OBEDIAH, ClaytonLSTD1
 O'DONNELL, Michael J.LSCS2

PELLETIER, Joseph A.LSEM1
 PENNINGTON, Robert C.LSEM1
 PENNY, Leslie T.P2CK2
 PETTIGREW, Harvey D.LSEM1
 PHILLIPSON, Kenneth L.LSQM1
 POLLOCK, Reginald A.PIET4
 POULIOT, Jean-Paul M.LSRT2
 POWELL, Roger T.LSCR1
 POWER, BernardLSAA1
 PRATT, Donald E.PIPW3
 PREECE, Ronald E.LSMA2
 PURVIS, Clifford J.LSEM1

RANKIN, Robert A.LSMA2
 RENAUD, Lloyd J.P1RT4
 RICHARD, Albin J.LSTD1
 ROBSON, Robert G.LSNS2
 ROHLAND, Joseph G.C2WR4
 ROSTE, Wayne R.LSRA2
 ROURKE, Albert L.P2MA3
 ROWLEY, Gertrude R.WP2MX2

SAILER, MiltonLSMA1

SAMPSON, Douglas H.LSMA2
 SCATCHERD, Robert I.LSMA1
 SCOTT, John J.LSAF2
 SHAWBRIDGE, Robert R.LSAR2
 SLATER, Alexander H.LSAW2
 SMITH, Donald C.LSEM1
 SNOW, Patrick E.LSEM1
 SPANIK, Bronte J.P1SH3
 SPENCER, James H.P2MA3
 STEVENS, Charles W.P2EA3

SWALES, Brian A.LSMA2

TERPENNING, Robert A.P1LA3
 THORNTON, Howard H.LSTD1
 TIPPETT, Arthur S.P1MA3
 TIZZARD, Robert M.P2VS2
 TOWNSEND, Philip G.P2PW2
 TRACEY, Lester M.LSCK2
 TURNER, James H.P1PW3

VIGNEAU, Frederick J.LSMA2

BOOK AVAILABLE IN CANADA

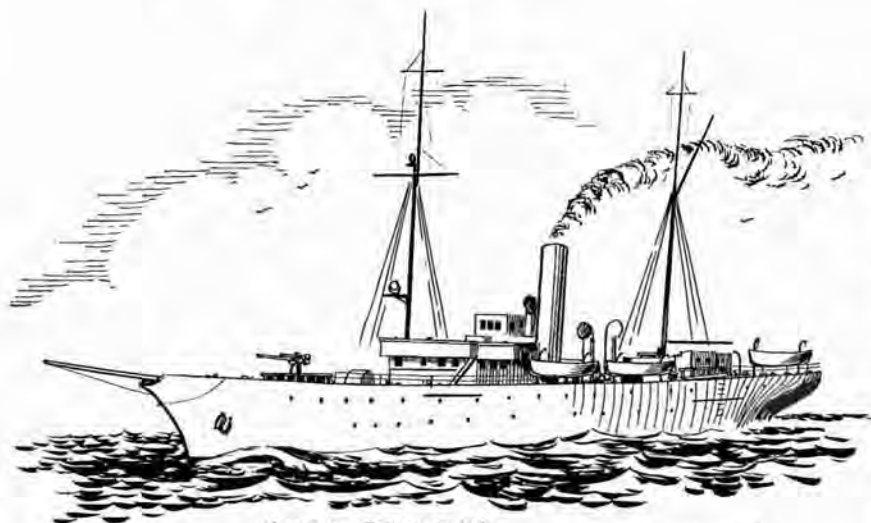
Reviewed in the February 1958 issue of *The Crowsnest*, the honest and interest-holding novel of life on the lower deck in the Royal Navy, "Home Is the Sailor", by John Whelan, is available in Canada from The Ryerson Press, 299 Queen Street West, Toronto 2B, *The Crowsnest* has been informed by the Canadian publishers. The price was not quoted.

WAGERMAN, John L.P2EM2
 WALKER, PaulP1SH3
 WALTON, John E.LSEM1
 WATSON, Douglas M.LSEM1
 WICKENS, Alfred E.P1MA3
 WILLIAMS, Joseph D.LSMA2
 WILLIAMSON, Lewis H.LSNS1
 WILLIS, Rexford R.LSRA2
 WILSON, Norman R.LSEM1
 WILSON, Robert H.LSEM1
 WILSON, William J.C2EM4
 WINIA, SiemonLSQR1

ZAHN, Arthur K.P1RT4

Naval Lore Corner

Number 62
NAVAL ODDMENTS



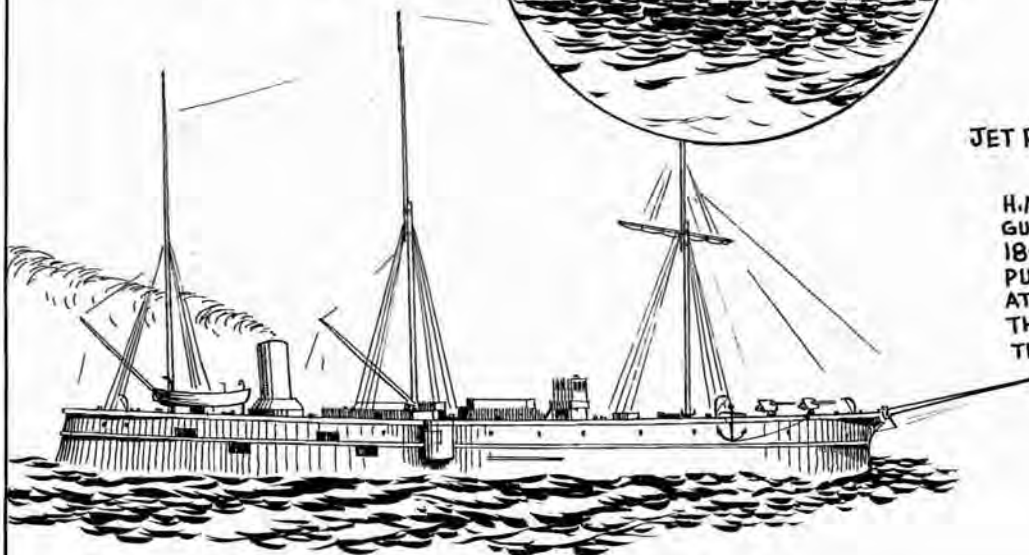
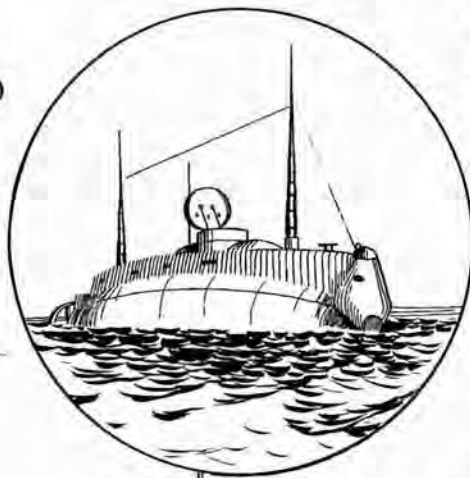
H.M.C.S. STADACONA
"THE MOST NOTORIOUS SHIP TO SERVE IN THE R.C.N."

H.M.C.S. STADACONA

BUILT AS A 798 TON YACHT IN PHILADELPHIA IN 1893 SHE WAS REPORTED TO HAVE FIRED THE FIRST SHOT AT THE BATTLE OF MANILA BAY IN THE SPANISH-AMERICAN WAR AS THE U.S. SHIP 'WASP'. SHE LATER CAME UNDER BRITISH REGISTRY EARLY IN THE GREAT WAR WHEN A WEALTHY CANADIAN PRESENTED HER TO THE CANADIAN GOVERNMENT. SHE WAS NAMED 'H.M.C.S. STADACONA' AND SERVED AS A PATROL AND ESCORT VESSEL OUT OF HALIFAX. AFTER THE WAR SHE WAS SOLD AND RAN ILLEGAL LIQUOR DURING THE PROHIBITION ERA UNDER THE NAME 'KUYAKUZNY'. LATER SHE TURNED RESPECTABLE AND BECAME A YACHT AGAIN AND RENAMED 'LADY STIMSON'. LATER SHE WAS RENAMED 'MOONLIGHT MAID' BY A NEW OWNER. SHE WAS SOLD TO THE U.S. GOVERNMENT AS A TOWING AND TRANSPORT VESSEL SAILING TO ALASKA AND THE ALEUTIANS AND FINALLY PUT TO THE TORCH AND SCRAPPED IN SEATTLE EARLY IN 1948.

U.S.S. HOLLAND

THE U.S. NAVY'S FIRST SUBMARINE WAS THE U.S.S. HOLLAND (COMMISSIONED IN 1900) SHE DISPLACED 74 TONS AND WAS 54 FEET LONG. ARMED WITH ONE TORPEDO AND A PNEUMATIC DYNAMITE GUN, A GASOLINE ENGINE PROPELLED HER AT 8 KNOTS ON THE SURFACE WHILE A BATTERY-POWERED ELECTRIC MOTOR GAVE HER A SUBMERGED SPEED OF 5 KNOTS.



JET POWERED....90 YEARS AGO!

H.M. JET-PROPELLED ARMOURD GUNBOAT 'WATERWITCH' WAS BUILT IN 1867. A WATER-JET SYSTEM PUMPED OR 'SUCKED' WATER IN AT THE BOWS AND EJECTED IT AT THE STERN....AND IT WORKED... THE SHIP BEING THRUST FORWARD BY A JET OF WATER!

Edmond Cloutier

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