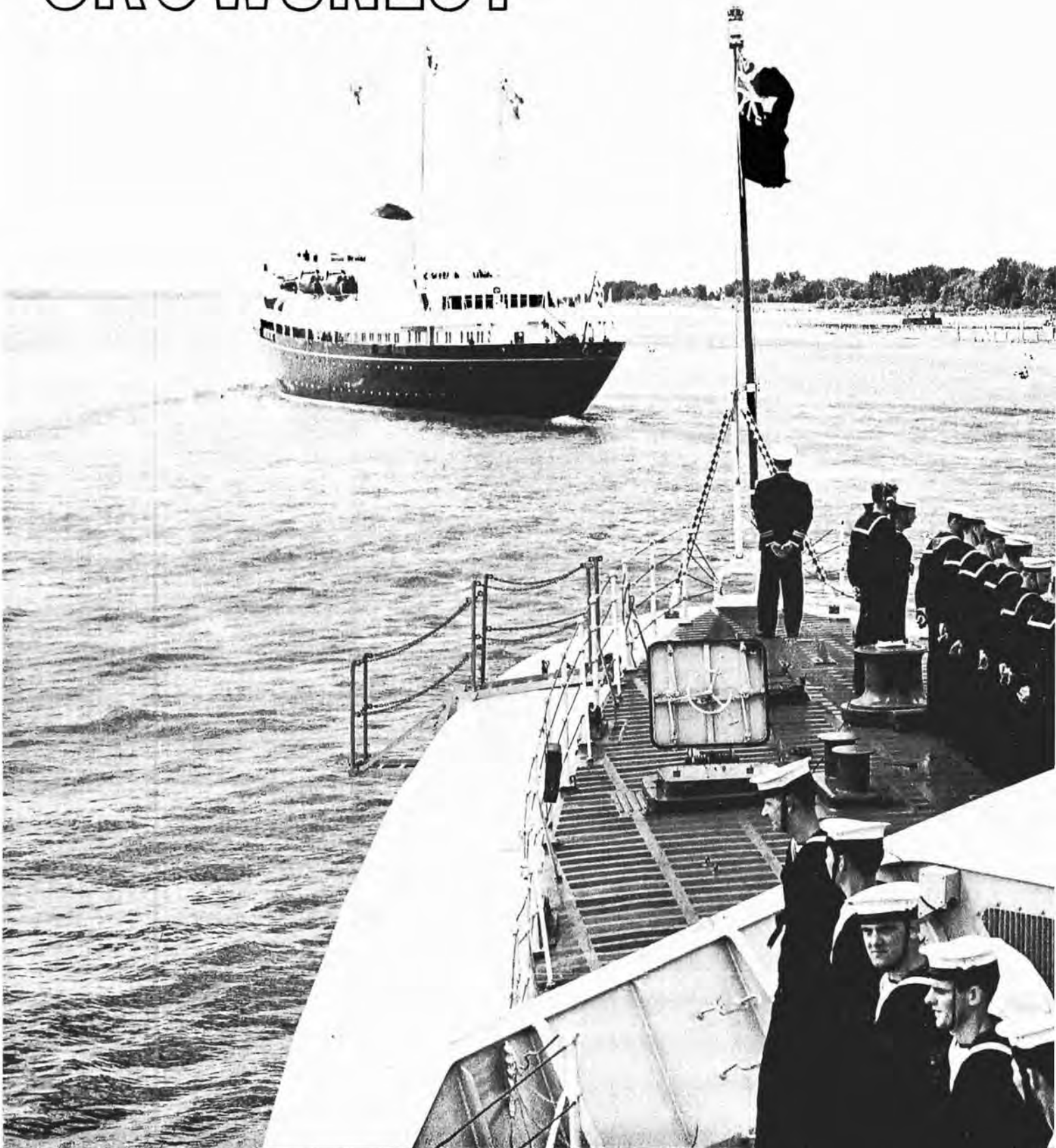
The CROWSNEST



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The CROWSNEST

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Naval Lore Corner No. 73	*Inside Back Cover*

The Cover—HMY *Britannia* steams the St. Lawrence River, followed by HMCS *Gatineau,* wearing the flag of Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, to attend the opening of the St. Lawrence Seaway by Her Majesty Queen Elizabeth and President Dwight Eisenhower. (O-12034)

LADY OF THE MONTH

There is a look of purpose about the *Terra Nova* in her portrait on the opposite page. And purpose she has—that of destroying enemy submarines intent on attacking shipping or subjecting coastal or inland cities to nuclear bombardment.

With the commissioning of HMCS *Terra Nova* at Victoria on June 6, the Royal Canadian Navy acquired a new ship and a new name, for the name has never before been borne by a ship in the RCN or the Royal Navy.

A famous, though non-naval, *Terra Nova* was the whaling ship in which Captain Robert Scott sailed on his gallant and tragic expedition to the South Pole. (E-49076)

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RCN NEWS REVIEW

A model of the 22,000-ton tanker supply ship planned for the Royal Canadian Navy. (O-11828)

Plans for Naval Tanker Prepared

Canadian shipyards have received sketch plans for a 22,000-ton tanker supply ship for the RCN as a preliminnary step to calling for tenders from yards interested in building her. Cost of the new vessel has been estimated at $16 million.

Authorization of construction of the naval tanker was announced by Hon. G. R. Pearkes, VC, Minister of National Defence, in the House of Commons on April 30.

The ship will constitute a major step in providing increased mobility for ships of the fleet.

With their radius of operations and time at sea mainly determined by the amount of fuel they carry, Canadian warships will be able to remain at sea for greatly extended periods of time with the advent of a tanker within the fleet.

In addition to her planned ability to refuel three ships simultaneously, the new vessel will be capable of supplying refrigerated stores, armament stores and other naval equipment.

With a displacement of about 22,000 tons, she will be capable of fuelling any ship in the RCN and will also meet NATO requirements for fuelling.

Designed to contain 26 cargo tanks, the ship will have a holding capacity of 12,000 tons of fuel oil, 1,200 tons of diesel fuel and 1,000 tons of aviation fuel. There is also to be tankage for 1,200 tons of ship's bunker fuel for her own use.

Besides cargo magazines for carrying torpedoes, anti-submarine projectiles and general ammunition, the tanker will have storage capacity for 250 tons of food and general stores.

The ship will have a hangar and workshop for the maintenance of helicopters which will operate from her.

RCN Has Large Role in Tour

Ships and men of the Royal Canadian Navy are joining in honouring Her Majesty Queen Elizabeth and His Royal Highness Prince Philip during the seven-week Royal Tour, which began in June.

For six men of the RCN, Royal duty began as far back as last January, when they joined Her Majesty's Yacht *Britannia* for the round-the-world voyage and subsequent trip to Canada. Two RCN officers and another nine men joined the *Britannia* in May.

When the Royal aircraft took off from London Airport, on June 18, three search and rescue stations in the western half of the north Atlantic were occupied by ships of the RCN.

On Her Majesty's arrival in Canada, the Royal Guard and Band paraded for the occasion were provided by the RCN's Atlantic Command.

During the whole of the time the Queen is in residence in the Royal Yacht, she will have a naval escort composed of Canadian destroyers and a British frigate. United States Navy destroyers joined the escort while Her Majesty was in American waters and also at the official Seaway opening.

Her Majesty first sighted Canadian naval units in force on Sunday, June 21, when the *Britannia* was met at and escorted into Gaspé by a fleet of 14 ships of the Canadian Atlantic Fleet, under the command of Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast.

At the official seaway opening ceremonies on June 26, ships of three navies —HMCS *Gatineau,* USS *Forrest Sherman* and HMS *Ulster*—formed the escort.

Later that day, with the President of the United States and Mrs. Eisenhower embarked, the *Britannia* was escorted by HMCS *Kootenay* and the USS *Dupont* as she passed through Lake St. Louis, where a 16-ship RCN-USN fleet was in position, dressed overall and

manned to "cheer ship" as the Royal Yacht passed. A co-ordinated 21-gun salute was fired simultaneously by the saluting ships.

On the evening of July 1, on the lawns of the Parliament Buildings in Ottawa, the stirring naval sunset ceremony and a massed band concert was presented in honour of the Queen's visit to the capital.

When the Royal Party reaches the West Coast, Her Majesty and Prince Philip were to embark in the destroyer escort *Assiniboine* for overnight passage, July 15-16, from Vancouver to Nanaimo. The escort was to consist of four other destroyer escorts.

On July 17, off Beacon Hill Park in Victoria, 12 ships of the RCN's Pacific Command were to be illuminated and will stage a fireworks display.

In the latter part of the Tour, when the *Britannia* carries the Royal Party from Shediac, N.B., to Charlottetown, P.E.I., on July 29, three Canadian destroyer escorts will escort the Royal Yacht.

One of the last ceremonies in which Her Majesty will participate before leaving Canada will be the presentation of the Queen's Colour of the Royal Canadian Navy, at Halifax on August 1.

When the *Britannia* sails from Halifax late at night on August 1, three Canadian destroyer escorts and HMS *Ulster* will escort her to a point south of Newfoundland. From there five other RCN destroyer escorts will accompany the Royal Yacht to 30 degrees west longitude, where a Royal Navy escort will take over the duty for the remainder of the return voyage.

Crescent Wins Gunnery Trophy

After a lapse of 21 years, the L. W. Murray challenge trophy for inter-ship gunnery competition has again been awarded, the winner being HMCS *Crescent*. In second and third place, respectively, were the *Beacon Hill* and *Cayuga*.

Rear-Admiral L. W. Murray, who retired after the war, as Captain (Destroyers) Eastern Division of the RCN in 1934, presented a cup for competition when ships from both coasts met annually for combined exercises, as was the practice in those pre-war days.

Although ships of the RCN from the Pacific and Atlantic Commands no longer join forces for exercises on a regular basis, it was decided to revive competition of the trophy on the basis of proficiency in gunnery firing practices throughout the year. The winning destroyer escort or frigate is determined by Naval Headquarters on the basis of reports of firings submitted during the calendar year. The average mark of the three best surface and anti-aircraft firings is used.

The green, rolling hills of Gaspe formed a beautiful backdrop for HMY Britannia when warships of the Atlantic Command passed in review, as seen here from HMCS Gatineau. Two of Canada's newest destroyer escorts, the Gatineau and the Kootenay, shared close escort duties with HMS Ulster. (O-12029)

Previous winners of the trophy, which was not awarded from 1937 to 1957 inclusive were: *Saguenay*, 1934; *Champlain*, 1935, and *Champlain*, 1936.

HS-50 Honoured For Efficiency

The Wilkinson Trophy, awarded annually to the naval unit which, in the opinion of the Chief of the Naval Staff, has made the most outstanding contribution to the efficiency and effectiveness of the RCN in naval aviation was presented on June 19 to Lt.-Cdr. F. R. Fink, commanding officer of Helicopter Anti-Submarine Squadron 50.

In making the presentation at *Shearwater*, Commodore P. D. Budge, Chief of Staff to the Flag Officer Atlantic Coast, read the citation:

"During 1958, HS-50 has contributed greatly to the efficiency and effectiveness of naval aviation. This squadron has demonstrated both capability and leadership in the field of ship-helicopter operations and has pioneered tactics the results of which are likely to have considerable effects on the Royal Canadian Navy in general."

The trophy is a silver model of a Seafire aircraft and was presented to the RCN by Lt.-Cdr. David Wilkinson, DSC, RNVR (Ret.), of Brook, Surrey, England, in 1957. He commanded the first RCN air squadron when it was formed at Arbroath, Scotland, in early 1945. That squadron, No. 803, has since become VF-870.

The award to HS-50 followed a particularly busy year for the squadron. During nearly half the period it was embarked in the *Bonaventure* and carried out numerous NATO exericses, maintaining a high record of squadron serviceability.

Two of HS-50's helicopters co-operated in Canadian Army exercises at Camp Gagetown, another was displayed at the Canadian National Exhibition in Toronto and others exercised with USN and RCN ships and shore establishments.

Ship's Bell Loaned To Sea Cadet Corps

The ship's bell of the Algerine coastal escort *Wallaceburg*, which is being transferred to the Belgian Navy this summer, has been loaned to the Wallaceburg, Ontario, Sea Cadet Corps, RCSCC *Wallaceburg*, until such time as a new ship of that name is commissioned.

Wren Receives Commission

A former wren Claire Doreen Whittle, has been promoted to the rank of Acting Sub-Lieutenant (W). She has been appointed to HMCS *Cornwallis*, RCN training establishment near Digby, N.S.

Window Honours Flyer's Memory

A stained glass window, dedicated to the memory of Sub-Lt. Gary E. Logan, co-pilot of a Tracker aircraft lost April 2 during an attempted night landing on the *Bonaventure*, was unveiled at Eskine Presbyterian Church, Ottawa, on June 21.

Sub.-Lt. Logan was the son of Inspector of Detectives Ed Logan, whose colleagues in the Ottawa Police Department presented the window.

The unveiling ceremony was conducted by Rev. Dr. Robert Good, minister of Erskine Church, and Chaplain Harry Ploughman, RCN. It was attended by representatives of the Royal Canadian Navy, including members of 880 Squadron, in which Sub.-Lt. Logan served, and a detachment from the Ottawa Police Department, headed by Deputy Chief J. Gordon Stewart. The parents of the young flyer and his sister Sharon Logan, were present at the service.

The window was designed by Ottawa artist Fred Gollifer and incorporates the badges of the Royal Canadian Navy, HMCS *Bonaventure* and VS 880. A brass plate at the base states that the window is dedicated to the memory of Sub.-Lt. Logan and is the gift of his father's colleagues in the Ottawa Police Department.

KIND WORDS

(The following editorial appeared in The Fiji Times *on March 30 following the departure of ships of the Fourth Canadian Escort Squadron, which had visited Suva in the course of the Venture Senior Cadet training cruise, which began February 23 and ended May 1. The frigates, in Suva toward the end of March, were the* Sussexvale, Beacon Hill, Ste. Therese *and* Antigonish.)

WITH WIDE EXPERIENCE of visiting ships — passenger ships, cargo ships and warships — a section of the Suva population comprising various people of various races has acquired a habit of summing things up.

Some of the summings-up are shrewd, and more often than not it would be difficult to find firm arguments against them.

As a general rule it can be said that ships of the Royal Canadian Navy are among the most welcome visitors, and the four frigates which have just ended a week's stay have done much to cement the good fellowship already existing between a big member of the British Commonwealth family and one of the smaller units.

It is six or seven years since the cruiser HMCS *Ontario* first visited Suva and consciously or unconsciously, established a tradition.

It was something of a surprise to many people in Fiji to discover that the Canadian visitors were friendly without being flamboyant, unassuming, interested in other peoples' activities as well as their own, and entirely without the air of brash patronage which people in small and remote countries find so hard to tolerate.

The truth of the matter is probably that Canada, the oldest self-governing member of the Commonwealth, has drawn its mellow culture from two sources—Britain and France—and has gradually evolved a sense of national individuality which contains strong elements of Old World influence as well as New . . .

Last week's visiting warships brought what seemed to be a representative cross-section of young Canadian seafarers to Suva and their bearing made them valuable ambassadors.

Such visits do more than almost anything else to allow Commonwealth peoples to learn something of one another. In the case of Her Majesty's Canadian Navy is can be said that the only cause for regret in Fiji is that they are still comparatively infrequent.

Two RCMP craft bustle along astern of HMY Britannia near the St. Lambert lock at the entrance to the St. Lawrence Seaway. The bunting bedecked excursion steamer by the wall is the South American of the Chicago, Duluth and Georgian Bay Transit Company. (O-12097)

THE ST. LAWRENCE SEAWAY

Editor's Note: Much has been said about the historical, industrial, political and even scenic aspects of the St. Lawrence Seaway. The emphasis in the following article by Lt.-Cdr. S. M. King is on the technical and navigational aspects of the seaway. This is the approach to be expected from the Naval Hydrographer, seconded to the Royal Tour Committee, to advise on the navigation of HMY Britannia. *Lt.-Cdr. King was entrusted with preparing berthing and passage plans for the Royal Yacht from Sydney, N.S., to the Lakehead and return.*

THE EARLIEST explorers of Canada sailed up the St. Lawrence River and pushed westward across the Great Lakes in their quest for the short route to Cathay and the riches of the Orient. The fur traders, Canada's first businessmen, plying this great natural waterway in their bateaux, were quick to recognize its value as an artery of commerce. From these early beginnings the importance of this vast inland seaway has continued to grow as the rich lands adjacent to the Great Lakes have been settled and developed.

Early in the nineteenth century, in order to bypass the many falls and rapids which impeded the free flow of waterborne traffic, particularly between Montreal and Kingston, the first canals and locks were built. By the middle of the century there was a nine-foot canal system west from Montreal. In 1910 the last of a new and larger series of canals was completed. This system was designed to handle 255-foot ships drawing up to 14 feet.

In the Great Lakes, waterborne movement of cargo is vital to the expanding industrial economy of the area and the canals and channels have, over the years, been continually improved to meet the needs of the ever-growing shipping industry. By 1932, with the opening of the Welland Ship Canal, bypassing Niagara Falls, a safe deep water route (limiting depth 21 feet) capable of handling the great 700-foot lake carriers was completed from Prescott on the Upper St. Lawrence through to Duluth at the western end of Lake Superior.

Likewise, in the Lower St. Lawrence between Montreal and Atlantic Ocean, the 30-foot canal has been deepened to 35 feet to meet the needs of modern postwar ocean shipping.

Between these two modern waterways, however, a bottleneck existed. Between Montreal and Prescott there was only the outdated and inadequate 14-foot canal system capable of handling ships up to about 3,000 tons. The need for a deep and modern waterway opening the Great Lakes and the industrial heart of North America to ocean shipping had long been realized, but it was not until 1954 that Canada and the United States agreed to undertake this project and the dream became a reality. Construction of a 27-foot ship channel was begun the same year.

The St. Lawrence Seaway project provides, by a system of locks, canals, and dredged channel, a 27-foot navigation channel around the rapids and shallows of the Upper St. Lawrence between Montreal and Lake Ontario, a distance of 160 miles. Coupled with the Seaway Project is the harnessing of the power potential of the International Rapids Section of the River for the joint use of the province of Ontario and the state of New York. In fact, it was this latter development, with its system of power and control dams converting the International Rapids into a vast lake, that made the seaway possible.

The power project, with its dams, control dykes and the vast relocation of towns, railways and roads, has been

undertaken jointly by the Ontario Hydro Commission and the Power Authority of the State of New York. For a capital outlay of about $600 million a total of 2,200,000 hp of hydro power will be developed.

The seaway has been built jointly by The St. Lawrence Seaway Authority (Canada) and The St. Lawrence Seaway Development Corporation (U.S.). The U.S. undertook to build a canal and two locks in the International Rapids section, and to carry out the necessary dredging in the Thousand Islands section. Canada decided to build a lock and canal at Iroquois in the Internationa Rapids and to complete all the necessary navigation facilities in Canadian territory between Montreal and Lake Erie. This included a canal and two locks to by-pass the Lachine Rapids, and a further two locks at Beauharnois, together with considerable dredging. In addition the depth of the Welland Canal was increased from 25 to 27 feet. Cost to Canada was $300 million; to the U.S. $135 million.

Construction of the Seaway, and the dreging required to deepen the Welland Ship Canal was completed in time for the opening of the 1959 shipping season in the St. Lawrence River and Great Lakes. Certain dredging operations designed to widen and straighten portions of the channel have yet to be completed; these will continue into 1960 at least. In 1959, however, there is:

(*a*) a 35-foot channel from the Atlantic to Montreal;

(*b*) a 27-foot channel from Montreal to Lake Erie;

(*c*) a 21-foot upbound and a 25-foot downbound channel from Lake Erie through to Port Arthur and Chicago.

This means that a ship of any size, drawing not more than 33 feet, can proceed up river to Montreal, and that a ship not exceeding 730 feet in overall length and 75 feet in beam, but limited to a draught of two feet less than the channel depths, can proceed from the Atlantic to anywhere in the Great Lakes. Ocean shipping may now proceed into the heart of the continent, 1,000 miles west of Montreal or 1,700 miles from th open Atlantic.

United States authorities have plans to deepen the Detroit River, Lake and River St. Clair, and the St. Mary River to the Seaway specifications, thereby extending the 27-foot channel through to the head of the Lakes. Certain of this work is now in progress.

The Seaway specifications are as follows:

Channel Dimensions

Width — (*a*) when flanked by two embankments — 200 feet minimum

(*b*) when flanked by one embankment—300 feet minimum at channel bottom

There's plenty of room in the Cote St. Catherine lock for a Second World War corvette that has become the small but luxurious St. Lawrence cruise ship Stella Maris. She is the former Castle class corvette, HMCS Hespeler. (Home Lines photo.)

Russia, Too, Plans Seaway

Canada and the United States are not the only nations in the international seaway business. The May issue of *La Revue Maritime*, published in Paris, carries the following item:

"Tass Agency announces the construction of an important navigable route, which will link northwest China with the Arctic Ocean across Soviet Kasakstan. This comprises the construction, on the Siberian Irtysh River some 600 kilometres from the Chinese-Soviet frontier, of a great dam and artificial lake at Bukhtarmisk, which will include a central hydro-electric plant.

"Ships on leaving China will travel first in Chinese territory a portion of the Irtysh River named Black River, then the artificial lake of Bukhtarmisk, where there will be constructed a series of locks with a fall of 68 metres. On leaving the artificial lake, the ships will follow the Ob River to the Arctic Ocean."

Note: This waterway would pass north-west and south-east, almost bisecting Soviet territory, with ships entering the Arctic Ocean about 750 miles east of Murmansk and about 2,000 miles west of the Bering Strait. Its southern terminus would be in Sinkiang, near the border of Mongolia.

(c) in open reaches — 450 feet minimum at channel bottom

Least actual width of any channel is 225 feet.

Depth — To be a minimum of 27 feet, to permit transit of a ship drawing 25 feet (fresh-water draught).

Bridge Clearances

All bridges and vertical lift spans to provide a minimum clearance of 120 feet above the highest water levels.

Maximum Size of Ships Permitted Transit

(a) Ships up to 715 feet in overall length and a 72-foot beam permitted transit without restriction.

(b) Ships not exceeding 730 feet overall and a 75-foot beam accommodated on a restricted basis.

Locks Specifications and Arrangements

Between Montreal and Iroquois, Ontario, there are seven locks — five in Canada operated by the St. Lawrence Seaway Authority and two in the state of New York operated by the St. Lawrence Seaway Development Corporation. All locks are similar in size and construction.

Useable length	—	766 feet
Width	—	80 feet
Depth over sill	—	30 feet
Lift of locks	—	
St. Lambert	—	13′ to 20′
Cote Ste. Catherine	—	33′ to 35′
Lower Beauharnois	—	38′ to 42′
Upper Beauharnois	—	36′ to 40′
Snell	—	45′ to 49′
Eisenhower	—	38′ to 42′
Iroquois	—	1′ to 6′

Except for the Iroquois Lock, all locks fill and empty through the bottom. The rate is extremely rapid, yet there is virtually no turbulence. As an example, it takes just over six minutes to raise or lower the water in the Eisenhower Lock—which is typical of all locks. In the Iroquois Lock, where the lift is small, the water is let in or out by partially opening the upper or lower lock gate. In all locks it takes about five minutes to open or close the gates. On a timed transit of a lock it took exactly 20 minutes from the time the bow passed the lower gate until the stern was clear of the upper gate.

The locks themselves are straight-sided, with a cement facing and sharp corners. They are not fitted with catamarans or fenders. Bollards are placed along either side of the locks, and on one side are small electric winches with just sufficient power to bring in a heaving line with a ship's hawser. The gates when open fit flush into the side of the lock, but as they are hollow with considerable framing there is a risk of fouling them.

HMY Britannia passing through the St. Lambert lock near Montreal. (O-12096)

All locks have long approach walls at either end, varying in length between 1,000 and 3,000 feet. Generally they are low, their height being between four and ten feet. All approach walls are fitted with bollards, and are suitable for berthing on. The approach walls at the two American locks are fitted with wooden facings.

Rules and Regulations

West of Montreal, the Rules of the Road for the Great Lakes are effective. Special rules and regulations for the ships using the Seaway are being prepared.

Toll Charges

It is intended that the capital investment in the Seaway be liquidated in about 50 years by means of toll charges. They are based on a ship's net registered tonnage, and the type and quantity of her cargo.

Differing from the practice in most other major canals, ships manœuvre themselves into and out of the locks and tend their own lines while they are being raised or lowered. Heaving lines are passed to a ship as she enters the lock, and the berthing party (supplied by the lock) takes the ship's hawsers (four) to bollards. Once the berthing party has informed the ship that her lines are secured, the ship must tend them by use of capstan or winch as she is raised or lowered in the lock. Merchant ships generally provide wires (3″-3½″), but hemp or manila hawsers may be easier to handle in ships fitted with capstans. To tend these lines properly, four winches or capstans are required—two forward and two aft.

Manœuvring in and out of the locks can be difficult, particularly if there is a cross wind. It is virtually impossible to prevent a ship from scraping along the lock or approach walls at some time during her passage through a lock. Ships with a flared bow or cut away stern, or whose screws are proud must be particularly careful. In a cross wind the safest way to enter a lock is first to berth on the approach wall, and then steam along the wall, around any knuckle and into the lock. It is safe, and does not scrape the ship's side to the extent that one would expect. Rope fenders should not be used. Thick-skinned merchant ships use wooden fenders fashioned like damage control wedges and fitted with lanyards. They are effective, cheap and expendable. Excessive or violent engine movements should be avoided in the confined waters of the locks as the resulting confused water flow around the ship can easily lead to difficulties.

Between Montreal and Kingston the rate of the current varies directly with the width of river channel. In the canals the currents are slight, except for the Beauharnois Canal where the rate varies with the volume of water being used at the power house. In the lakes

and open waters the currents vary between a half and one knot, and in the narrow portions of the river they reach a maximum of three to three and a half knots. The strongest currents are found in the vicinity of the International Bridge between Cornwall Island and the U.S. shore, and they do not exceed four knots. There are no places where there is an appreciable current across the channel. As dredging operations are not yet complete, accurate details on all currents are not known.

Depending on the number and position of the sluice gates opened on the Iroquois control dam, the currents in the immediate approaches to the Iroquois Lock (from the east) vary, and may under certain conditions be across the channel.

The special arrangements, fittings or features required or desirable for ships using the Seaway are as follows:

Steering Arrangements

It is very helpful if the helmsman has a view ahead of the ship. This, however, is not essential. In ships where the wheel is on the bridge, the pilot frequently takes over himself when manœuvring in the locks. If he does not, there must be a very close understanding between pilot, OOW and helmsman.

Speeds and Engine Movements

Ships must be capable of manœuvring at very slow speeds for periods of 15 to 20 minutes while entering and leaving the locks. Rapid application of engine orders will greatly assist in handling a ship in the confines of a lock. To achieve this many of the newer ocean ships built for the Great Lakes trade have been fitted with variable pitch propellers (diesel driven).

Navigation Lights

By the Great Lakes Rules of the Road, certain modifications are required. The after steaming light is replaced either by one all round white light or by a horizontal pair of all round white lights. Additional anchor lights are also required.

Fittings Outside the Hull

Absolutely no fittings should protrude beyond the ship's side, for any such item will catch on or be crushed against the cement face of the lock.

Scotchmen and Fenders

Many ships using the Seaway are fitted with wooden scotchmen to protect the ship's side. Horizontal scotchmen will prevent chafing when entering and leaving the locks, and short (2' to 3') vertical ones provide reasonable protection when being lifted in the lock.

Fairleads

Smooth-faced Panama plates are a definite requirement. In the Seaway locks the ship tends her own lines, lines which must render through a fairlead under tension and frequently at a very sharp vertical angle, as opposed to the Panama Canal where the lines are handled ashore by mules. Ships using the Seaway regularly are fitted with special fairleads known as Port Colborne fairleads. Essentially, this is a circular fairlead with an inset revolving plate or rim in which are fitted two sheaves to take the ship's wire.

Radio Facilities

HF voice RT is extensively used for shore to ship and ship to ship exchange of information and for control of traffic.

To meet this requirement all ships using the Seaway and Great Lakes are fitted with a five- or six-channel HF voice (2 MC band) radio on the bridge with an instantaneous one-knob channel change-over switch. Suitable equipment can be purchased or rented commercially.

HMCS Gatineau at Iroquois, Ontario. Downstream from this lock lies Lake St. Lawrence under which the Long Sault Rapids are drowned. (O-12101)

Show a Light - - or Else

EVEN TODAY, with all our wondrous electronic gadgets, making a landfall off Chebucto Head in foul weather and entering Halifax harbour can still be an experience not totally devoid of interest. What a hair-raising trial it must have been 200 years ago with the ship under sail and the prospect of a lee shore if the slightest error occurred, particularly at night and with a most unreliable light-keeper in the light-house near the harbour entrance!

On the night of April 8, 1771, His Majesty's Hired Schooner *Granby* was lost with all hands on "the Rocks called Sambro ledge". She had in her strong box £2,700 of the King's money to pay the troops at Halifax, and most of this money was recovered in a rather curious way.

It seems that when the *Granby* broke up the stern part drifted ashore and the local residents had quite a day dipping into the cash boxes that were still in that part of the ship. Reminiscent of the "wreckers" of the Cornish coast! Of course, officers from that outpost of empire, Halifax, soon arrived to spoil the fishermen's fun.

But the Commander-in-Chief on the North American Station was far more upset about the manner of the *Granby's* demise than the fate of the pay chests. Commodore James Gambier, RN, reporting to the Admiralty from HMS *Salisbury*, from which ship he flew his broad pennant, made this rather startling statement: ". . . the fatal accident happen'd for want of a light being kept in the light House, for it is most notorious and shamefully so, that the King's Ships bound into Halifax are frequently, nay almost constantly, obliged to fire at the light House to make them shew a light . . ."—E.C.R.

OFFICERS AND MEN

Sunset Ceremony Performed in Ottawa

In honour of the visit to Ottawa, July 1, of Her Majesty Queen Elizabeth and His Royal Highness Prince Philip, the Royal Canadian Navy's famed Sunset Ceremony drew a large crowd to Parliament Hill on the evening of Dominion Day.

Performing the Sunset Ceremony on the lawn in front of the Peace Tower were a 48-man guard, 48-piece band and two field guns' crews of 30 men each, all from *Cornwallis*.

The spectacular and moving ceremony was previously presented in Ottawa on October 14, 1957, during the last Royal Visit to Canada. Thousands of Ottawa and district residents and visitors to the city at that time witnessed and warmly acclaimed the ceremony put on by the young men of the Navy. Their response was every bit as enthusiastic on the latest occasion.

A massed band concert, which was to have followed the Sunset Ceremony, was washed out by a downpour which ended a three-month drought in the capital city. Bands taking part were to have been the Royal Canadian Navy Band from *Cornwallis*; the Royal Canadian Ordnance Corps Band from Montreal; the Central Band of the RCAF, Ottawa, and the Royal Canadian Mounted Police Band.

Members of the Royal Guard and Band, paid a special visit to the Houses of Parliament on July 3, as guests of private members of the House of Commons, before returning to the East Coast.

The 138 officers and men first visited the House of Commons, watching proceedings from the public galleries. Attention was drawn to their presence by Marcel Lambert, MP for Edmonton West, who interrupted his speech on the defence estimates to welcome the navy men.

Later, in the Railway Committee Room, the sailors were addressed briefly and informally by the Speaker of the House, Hon. Roland Michener; the Minister of National Defence, Hon. George R. Pearkes, VC; the Leader of the Opposition, Hon. Lester B. Pearson; the Solicitor General, Hon. Leon Balcer, and John Pratt, MP for Jacque Cartier-La Salle and star of the wartime Navy Show.

Mr. Pearkes said he was particularly pleased to have the opportunity personally to congratulate the men on their splendid performance of the Sunset Ceremony on Parliament Hill on July 1.

Other Members of Parliament joined the group and circulated among the sailors. Most of them had seen the Sunset Ceremony and expressed great surprise when they learned practically all the men comprising the guard and guns' crew had been in the Navy less than four months.

The visit concluded with a conducted tour of the Parliament Buildings.

Lt.-Cdr. (L) Lorne E. Minogue, senior RCN student at the U.S. Naval Postgraduate School, Monterey, California, salutes His Royal Highness, the Duke of Windsor, on the occasion of the Duke's visit to the school this spring. Introducing Lt.-Cdr. Minogue is Rear-Admiral E. E. Yeomans, superintendent of the school. (Official USN Photo.)

WEDDINGS

Able Seaman George V. Aherne, *Bytown*, to Miss Claire Michelle Fardais, of Ottawa.

Sub-Lieutenant John W. Alexander, *Stadacona*, to Miss Elsie Ruth Regehr, of Toronto.

Lieutenant George M. Caldwell, *Shearwater*, to Miss Rosemary Maxine Brennan, of Dartmouth, N.S.

Wren Adelyne Olga Hahn, *Naden*, to Ordinary Seaman William L. Bennett, *Ste. Therese*.

Lieutenant Alan A. T. Henley, Naval Aide-de-Camp to the Governor General, to Miss Sheila Janet Gracie, of Ottawa.

Able Seaman Charles S. Hipson, *Huron*, to Miss Berthia Cluett, of Halifax.

Wren Mary Jamieson, *Cornwallis*, to Petty Officer Maurice Reynolds, *Cornwallis*.

Ordinary Seaman Phillip Lowery, *Shearwater*, to Miss Marian L. Mackintosh.

Sub-Lieutenant J. W. McIntosh, *Athabaskan*, to Miss Maureen C. McKenna, of Halifax.

Petty Officer Donald S. Worsfold, *Algonquin*, to Miss Georgina Louise King, of Yarmouth, N.S.

BIRTHS

To Petty Officer John Dunn, *Cornwallis*, and Mrs. Dunn, a son.

To Surgeon Lieutenant J. G. Goodwin, *Cornwallis*, and Mrs. Goodwin, a son.

To Leading Seaman J. Kloosterman, *Cornwallis*, and Mrs. Kloosterman, a son.

To Leading Seaman Glen Kemp, Margaree, *and Mrs. Kemp, twins.*

To Petty Officer Boyd Mohns, *Cornwallis*, and Mrs. Mohns, a son.

To Lieutenant David Moilliet, *Cornwallis*, and Mrs. Moilliet, a son.

To Lieutenant-Commander W. K. Weidman, USN, *Cornwallis*, and Mrs. Weidman, a daughter.

To Lieutenant (MAd) R. H. Whetmore, *Cornwallis*, and Mrs. Whetmore, a son.

HALF-YEARLY PROMOTIONS LIST

The names of 27 officers are contained in the half-yearly promotions list of the Royal Canadian Navy. The regular force is represented by 19 officers and the Royal Canadian Navy (Reserve) by eight. The list of those promoted follows:

ROYAL CANADIAN NAVY

To be Captain (1)

Cdr. Godfrey Harry Hayes, Personnel Structure Committee, Naval Headquarters.

To be Commander (5)

Lt.-Cdr. Evan Petley-Jones, Commanding Officer, HMCS *Cayuga.*

Lt.-Cdr. Arthur H. McDonald, Staff Officer (Operations) to the Flag Officer Atlantic Coast.

Lt.-Cdr. Denis D. Lee, Staff Officer (Communications) to the Flag Officer Atlantic Coast.

Lt.-Cdr. George R. MacFarlane, Staff Officer (Torpedo Anti-Submarine) to the Flag Officer Pacific Coast.

Lt.-Cdr. Richard Carle, Commanding Officer, HMCS *Chaleur.*

To be Captain (E) (2)

Acting Captain (E) John Doherty, Deputy Superintendent Pacific Coast and Deputy Superintendent, HMC Dockyard, Esquimalt.

Cdr. (E) Arthur G. Bridgman, Director of Engineering Design and Development and Senior Assistant Engineer-in-Chief.

To be Commander (E) (2)

Lt.-Cdr. (E) Harold G. Gillis, Staff Officer (E) Production and Design Facilities on the staff of the Engineer-in-Chief, Naval Headquarters.

Lt.-Cdr. (E) Ronald E. Dyson, Assistant Staff Officer (E) Destroyer Escorts on the staff of the Engineer-in-Chief, Naval Headquarters.

To be Captain (L) (1)

Cdr. (L) Robert M. Battles, Deputy Electrical Engineer-in-Chief, Naval Headquarters.

To be Commander (L) (2)

Lt.-Cdr. (L) John H. Ross, Deputy Manager Electrical Engineering, HMC Dockyard, Halifax.

Lt.-Cdr. (L) Roger D. Wilson, Manager Electrical Engineering Pacific Coast, HMC Dockyard, Esquimalt.

To be Instructor Commander (1)

Acting Instructor Commander Edward C. Mahon, Deputy Director of Naval Education, Naval Headquarters.

To be Surgeon Captain (2)

Acting Surgeon Captain Marvin C. Wellman, RCN Hospital, HMCS *Stadacona.*

Acting Surgeon Captain Henry R. Ruttan, Command Medical Officer, Atlantic Command.

To be Captain (S) (1)

Cdr. (S) F. Dudley Elcock, Personnel Structure Committee, Naval Headquarters.

To be Commander (S) (1)

Lt.-Cdr. (S) Thomas C. Treherne, on the staff of the Assistant Supply Officer-in-Chief (Administration), Naval Headquarters.

To be Constructor Commander (1)

Constructor Lt.-Cdr. H. Alex Shenker, Manager Constructive Department HMC Dockyard, Esquimalt.

ROYAL CANADIAN NAVY (RESERVE)

To be Captain (2)

Cdr. George A. Brown, Commanding Officer, HMCS *Scotian,* Halifax.

Cdr. James R. H. Kirkpatrick, Commanding Officer of the Reserve Naval Unit, Kitchener.

To be Commander (3)

Lt.-Cdr. James L. Freeman, Commanding Officer University Naval Training Division, University of Manitoba, Winnipeg.

Acting Cdr. Thomas S. Cook, 46, Commanding Officer, HMCS *Queen,* Regina.

Acting Cdr. Thomas C. Luck, Commanding Officer, HMCS *Griffon,* Port Arthur.

To be Commander (L) (1)

Lt.-Cdr. (L) William J. S. Fraser, HMCS *Carleton,* Ottawa.

To be Surgeon Commander (1)

Surgeon Lt.-Cdr. Jean Saint-Martin, HMCS *Montcalm,* Quebec City.

To be Constructor Commander (1)

Constructor Lt.-Cdr. Leslie J. Fuller, HMCS *Malahat,* Victoria.

The visit was organized by Edmund Morris, MP for Halifax and a former officer in the RCN (Reserve), assisted by other private members and the House of Commons staff.

Veteran Bandsman Retires on Pension

A familiar figure in and around the *Naden* bandhouse is no longer there. CPO Emil Michaux is on retirement leave—the first RCN bandsman to retire with full pension. He left the band late last May.

Born in Dawson, Yukon Territory, CPO Michaux commenced his naval service in September 1940 when he joined *Naden* as an able seaman bandsman. When a naval band was chosen to go overseas in 1944, he was promoted to petty officer and appointed assistant bandmaster.

When the war ended the following year CPO Michaux returned to Canada, and to *Discovery,* the Vancouver naval division.

In 1946, when it was decided that bands should become a permanent part of the RCN, CPO Michaux played a leading role in plans for their formation. He later became bandsmaster of the now famed band of *Naden,* a position he held for ten years. Among the many highlights of the band's career during that period was its appearance in a spectacular display of massed bands at the British Empire Games held in Vancouver in 1955.

Upon his retirement from the naval service, CPO Michaux was presented with a silver cocktail shaker from members of the band and personnel of *Naden's* School of Music.

Commenting on the bandsman's retirement, *Naden's* publication, *The Lookout,* said: "In his retirement CPO Michaux leaves behind him a distinguished record that will be difficult to equal. His complete sincerity and devotion to duty can be taken as an example for all to follow".

RCN Flyer Wins Class Award

The award for the highest overall standard among 26 student pilots, training at RCAF Station, Moose Jaw, was made in mid-April to the lone RCN flyer taking the course. During graduation exercises, Lt. A. C. H. Smith was presented with the Province of Saskatchewan trophy by Judge Harold W. Pope.

Among the student pilots were six from Denmark, seven from Norway and two from the Netherlands.

Lt. Smith joined the RCN as a midshipman in 1949 on a seven-year short

service appointment. He trained as an observer with the Royal Navy, graduating in 1951. Following service at *Shearwater* and in the *Magnificent*, he was granted a permanent commission in 1954.

Two years' service on loan to the RN were followed by two years in VX-10. He went to Moose Jaw in 1958 to begin his pilot conversion course. On graduation in April, he proceeded to Saskatoon for advanced flying training.

Trophy Presented To Sea Cadet

Sea Cadet PO Graham Jones, best senior cadet of the year in the Royal Canadian Sea Cadet Corps *Lion* in Hamilton, has received the Lillian English Memorial Trophy, donated by the General Allenby Chapter, IODE.

The trophy was presented on behalf of the chapter by Miss Viola English, daughter of Mrs. English. The presentation took place at the annual inspection of the Sea Cadet Corps by Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions.

Plaque Recalls Korean Casualties

The last of 32 plaques dedicated to the glory of God and in memory of Canadian naval personnel who were killed in three wars was unveiled by Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, in a Sunday morning ceremony, April 19, at the Church of St. Nicholas, in *Stadacona*.

The plaques complete the history of sacrifice of the Royal Canadian Navy, covering losses in the First and Second World Wars and the Korean conflict.

Admiral Pullen unveiled the last one, containing the names of Lt.-Cdr. John Louis Quinn, AB Wallis McBurnie Burden and AB Elburne Alexander Baikie, killed in action in HMCS *Iroquois* on October 2, 1952, when the destroyer escort came under fire from a communist shore battery during United Nations operations in Korea.

Among officers and men who attended the ceremony was Captain W. M. Landymore, now commanding officer of the *Bonaventure*, who was in command of the *Iroquois* during the tour of duty.

Chaplain (P) B. A. Peglar, Command Protestant Chaplain, conducted the service, assisted by Chaplain (P) A. Gordon Faraday and Chaplain (P) F. H. Godfrey.

Commodore Duncan L. Raymond, Commodore, RCN Barracks, Halifax, attended.

C. H. Wills New NOAC President

A Vancouver lawyer, Charles Henry Wills, was elected president of the Naval Officers Associations of Canada at the 14th annual general meeting, held in HMCS *Chippawa*, the Winnipeg naval division, June 4, 5 and 6.

The meeting was attended by the board of directors, 24 delegates and 12 alternates from the 24 member associations and Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions. In the absence of N. M. Simpson, retiring president, of Toronto, sessions were presided over by J. J. Boyd, vice-president.

Reports from delegates showed that all member associations were functioning well. The treasurer's financial statement for 1958 showed a slight surplus after all liabilities had been met.

The meeting authorized the board of directors to discuss with Civil Defence authorities the role member associations of NOAC could play in this important field.

It was decided with extreme regret to withdraw the Barry German History Prize, which was designed to encourage research into the history of the Royal Canadian Navy and its antecedents. The feeling of delegates was that the contest had failed to arouse the general interest it has been hoped would result from the substantial cash awards. There was the further consideration that it had been found impossible to publish prize-winning essays to bring them to the attention of naval personnel and the public.

In place of the history prize, the meeting decided on the award of a trophy, to be known as the Barry German Improvement Trophy, to the naval division showing the greatest improvement since the date of the last inspection by the Commanding Officer Naval Divisions.

Charles Henry Wills, of Vancouver, B.C., is the new president of the Naval Officers' Associations of Canada. (Photo by Campbell Studio, Vancouver.)

The annual dinner was held at the Motor Club, Lower Fort Garry, and was well attended. Commodore O. S. C. Robertson, Naval Member Canadian Joint Staff and Canadian Naval Attaché, Washington, spoke on "Canada's Future in the North". Hon. G. R. Pearkes, VC, Minister of National Defence, was unable to be at the dinner, but met with officers and delegates at a reception on June 5.

At the election of officers, Rear-Admiral Walter Hose, RCN (Ret.), of Windsor, was re-elected honorary president. Re-elected vice-president for two years was P. M. MacCallum, and for one year, A. P. Gregory, vice-president (Maritimes). Elected for a two-year period as vice-president (Prairies), was C. W. King, Lakehead. Captain L. B. McIlhagga, commanding officer Chippawa, was named vice-president (Reserves), R. C. Merriam, of Ottawa, was re-elected honorary counsel and Harry McClymont, of Ottawa, continues as secretary-treasurer.

The new president, Mr. Wills, entered the RCNVR at *Discovery*, the Vancouver naval division, in 1943 and, after completing officer courses, served on loan to the Royal Navy for more than a year. He was demobilized in November 1945, at which time he held the rank of lieutenant. He graduated from the University of British Columbia Law School in 1949.

RMC Cadet Wins Essay Contest

First prize in the annual essay competition of the Navy League of Canada for naval officer cadets has been won this year by Officer Cadet E. S. Mackenzie, of Royal Military College, Kingston, it was announced in mid-June by Captain (SB) A. W. Baker, RCN(R), (Ret.), chairman of the Navy League's scholarship and prize committee.

The essay competition is conducted by the League in co-operation with the RCN. Competitors may write on any subject of their choice in the field of naval history.

Cadet Mackenzie, who was awarded a prize made up of ten books on naval subjects and a subscription to *U.S. Naval Institute Proceedings*, wrote on "The Naval Campaign in Norway 1939-40" in a 23-page essay, supplemented by tables and meticulously drawn maps.

Of the large number of essays submitted, 37 reached the final stages of judging. Books and subscriptions, together with certificates of merit, were given as prizes to the following nine officer cadets, all from HMCS *Venture*: W. A. Paull, T. G. Leslie, G. O. S. Hurford, K. A. Eliason, J. D. Baxter, N. C. Burt, S. Deleu, Belgian Navy, J. L. Ceux, Belgian Navy, and G. J. Floyd.

Rescue Brings Commendation

Her Majesty the Queen has approved the award of the Queen's Commendation for bravery to PO Orville Earl Guest, who is at present serving as a cook in *Stadacona*.

The Commendation arises from a rescue performed by PO Guest at Ireland's Island, Bermuda, on February 21, 1959.

PO Guest was on the wharf, returning to HMCS *Quinte* (minesweeper) when he saw a man fall from the ship's deck, hit his head on the wharf's edge, and fall into the water between the ship's side and dock. PO Guest immediately tried to fend the ship off from the shore with his body and, at the same time, held the unconscious sailor's head above water.

Other members of the ship's company came to his assistance and the man was hauled to safety.

The citation accompanying the Queen's Commendation said in part: "There is no doubt that had not Petty Officer Guest taken this timely action in this dangerous situation, the Able Seaman would have drowned."

Born in Detroit, Mich., April 22, 1929, PO Guest joined the Royal Canadian Navy in August 1957. He has served in various naval shore establishments, including *Gloucester*, *Hochelaga* and *Shearwater*.

He also served at sea in the *Magnificent*, *Wallaceburg* and *Quinte*.

RN Puts Emphasis On Nuclear Research

The importance of the Royal Navy's nuclear propulsion research program was emphasized during the debate on the navy estimates in the British House of Commons on March 9 and 10.

C. I. Orr-Ewing, parliamentary secretary to the Admiralty, said:

"The voyage of the *Nautilus*, under the Pole last year, rubbed in the strategic as well as the technical potentialities of nuclear submarines. It is now recognized that these submarines represent a major scientific breakthrough. What is less widely recognized is its long-term effect. So far as I can see, although the process cannot be quick, we may well be on the brink of an evolution towards navies entirely driven by nuclear power. It is also my own belief, though this can only be speculation, that the fleet of the far distant future may be very largely submersible."

Officer Leaves For London Post

Lt.-Cdr. (SB) John Wilson Scott, has been appointed to the Canadian Joint Staff in London, England, as Assistant Judge Advocate General for the United Kingdom and Europe. This is the first time a naval officer has held ths post, which includes duty with the Canadian Army Brigade Group in Germany and the Canadian Air Division. He has been granted the acting rank of commander (SB) while holding the appointment.

Two Appointed Naval Attachés

Two RCN officers have been appointed as attachés at Canadian embassies abroad.

Cdr. Raiffe D. Barrett this summer will take up the appointment in Moscow of Naval Attaché to the Canadian Ambassador to the U.S.S.R. and the Canadian Minister to Finland.

Cdr. Herbert Bruce Carnall has been appointed Naval, Military and Air Attaché to the Ambassador of Canada to Norway. He will also serve as Naval Attaché to the Canadian Ambassadors to Sweden and Denmark.

Admiral Visits Submarine HQ

A visit was paid on May 4 by Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, to the Fort Blockhouse headquarters of Rear-Admiral B. W. Taylor, RN, Flag Officer Submarines, in Gosport, England. Submarine matters of mutual national and NATO interest were discussed.

Admiral Pullen also spoke with RCN officers and men at present serving in submarines of the Fifth Squadron at HMS *Dolphin*.

New Captain For St. Croix

Cdr. William S. T. McCully, took command of HMCS *St. Croix* on May 28. The *St. Croix* is attached to the Fifth Canadian Escort Squadron of Restigouche class destroyer escorts based at Halifax.

He succeeded Cdr. Kai H. Boggild who was appointed to the staff of the Flag Officer Atlantic Coast.

'Loan' Officer Aids in Rescue

The story of a rescue operation in which a Canadian naval officer participated was carried in the April issue of the USN magazine *Naval Aviation News*. Headed "VS-30 Pilots Aid Yacht; Canadian Pilot Assists in Rescue", the story said:

"Lt.-Cdr. Robert C. MacLean, RCN, and Lt. (jg) Max D. Persels, of Air Anti-Submarine Squadron 30, recently turned a routine training hop into a rescue mission. They were operating about ten miles southeast of Cape Henry when they spotted personnel on a small private yacht waving an inverted American flag as a distress signal.

"Lt.-Cdr. MacLean radioed the vessel's position and plight to VS-30 base radio at NAS Norfolk, which relayed the information to the local Coast Guard station. A Coast Guard cutter investigated and towed the yacht *Fleurette* to Little Creek.

"Lt.-Cdr. MacLean, Royal Canadian Navy, is on temporary duty with VS-30."

The Royal Canadian Navy's newest anti-submarine destroyer escort, HMCS Terra Nova, on pre-commissioning sea trials. (O-49069)

TERRA NOVA

GUEST OF HONOUR at the commissioning of HMCS *Terra Nova,* Hon. George R. Pearkes, VC, Minister of National Defence, spoke of the important role being played by the RCN's modern destroyer escorts.

Since there was no effective defence against a missile once it was launched, it was the duty of ships, like the *Terra Nova,* to hunt down and destroy the enemy submarine before it had a chance to launch the missile, he said.

The *Terra Nova,* the fifth of the Restigouche class to join the fleet, was commissioned on June 6 at Victoria Machinery Depot, Victoria. She is the second of her class to be completed in a west coast shipyard. The first was the *Kootenay,* which was commissioned at the North Vancouver yard of the Burrard Dry Dock Company Limited, on March 7, 1959.

The ship was accepted by Rear-Admiral (E) B. R. Spencer, Chief of Naval Technical Services, and the commissioning services were conducted by the Rev. T. L. Jackson, Chaplain (P), and the Rev. J. A. MacLean, Assistant Command Chaplain (RC).

Among the official guests was the internationally-known scientist, Sir Charles Wright, who had sailed with Captain Scott to the Antarctic in the whaling ship *Terra Nova.* Sir Charles has been engaged in research work at the Pacific Naval Labratory, Esquimalt, for the past two years.

Laid down in November, 1952, and launched in June, 1955, the *Terra Nova* is the first ship of the name ever to serve in either the Royal Canadian Navy or the Royal Navy.

The new destroyer escort is named after the Terra Nova River in Newfoundland. Rising near Mount Sylvester, the stream is about 70 miles long and empties into the sea at Gloverton, in Bonavista Bay. It drains numerous lakes, the principal ones being Kepenbek, Lake St. John, Deer Lake, Mullyguajeck (or Mollygojack) and Terra Nova. It is a rough river with several high waterfalls, none of them harnessed but possessing considerable power potential. It is a fine sporting area for salmon, trout, caribou, moose, bears, ducks and geese. Near the mouth of the river a new national park of great beauty is being established.

In its turn, the river Terra Nova derived its name, as did the lake and town, from the original name for Newfoundland. On all old maps, from the time of John Cabot, the island was shown as Terra Nova.

Although the name has never been given to a Canadian warship, or to a ship of the Royal Navy, it has a strong naval connection.

A famous *Terra Nova*—which was still registered at St. John's, Newfoundland, as late as the early 1930's—was built in Dundee, Scotland, in 1884. One of the largest and strongest of the old Scottish whalers, she was a wooden, coal-burning steamer with auxiliary sail, barque-rigged, and was admirably suited to withstand the rigours of polar weather.

It was when she was chartered by the Admiralty, to take part in the Second Discovery Relief Expedition of 1903-1904, that she came into prominence.

On this expedition her task was simple enough. She was to sail, in company with the *Morning,* to the Antarctic to order the famous polar explorer, Captain Robert Falcon Scott, CLO, DSC, RN, to abandon the *Discovery* in the ice and return home. Shortly after she arrived in Antarctica, however, the *Discovery* broke herself free, and the three ships sailed for England.

The *Terra Nova* reached the height of her fame in the British Antarctic Expedition of 1910-1913. This expedition was organized, equipped and led by Captain Scott and was financed by him with with money raised through public subscription and by grants from the Governments of Great Britain, Australia, New Zealand and South Africa.

The *Terra Nova* left London on June 1, 1910, for New Zealand, and from there set out on the first voyage of the expedition in November. She returned in April, 1911, after depositing the shore parties in the Antarctic.

In command was Captain Scott, seconded by the Royal Navy for duty with the expedition, as were seven of his officers.

During the *Terra Nova's* second voyage—December 1911 to April 1912—supplies were brought in for the shore parties and scientific studies were carried out under an aura of sadness. Captain Scott and his four companions of the polar party had perished in March 1911 from the effects of malnutrition and exposure. The remaining members of the shore parties were picked up and the *Terra Nova* returned to the United Kingdom, arriving at Cardiff on June 14, 1913, three years after her departure.

It is of interest that Captain Scott's chief officer, Lieutenant V. L. A. Campbell (later Captain Campbell, DSO, OBE, RN) served the RCN during the Second World War. He died in November 1956 at Cornerbrook, Nfld., where he had made his home.

ASW SUB

Can the 'thief to catch a thief' principle be applied to combat the modern submarine?

IN CURRENT speculations on naval warfare of the future, more and more thought is being given to the possibility of using submarines to fight submarines — somewhat on the principle of using a thief to catch a thief.

That such thinking has not yet solidified to any great degree is indicated by the fact that of the U.S. Navy's 33 nuclear submarines, in service, building or authorized, only one is being specifically designed as an anti-submarine submarine. This is the 2,490-ton, high speed ASW submarine *Tullibee,* whose target date for commissioning is August 1960.

The obvious advantages of an ASW submarine are that she can pursue her intended victim into the depths, that the enemy is not able to hide under thermal layers and that the pursuit may be carried out at depths and levels where sonar is a much more effective instrument of detection than it is near the surface.

It is easy to conceive of situations in which the submarine would be the best or even the only possible ASW weapon. During periods of heavy gales, when aircraft are grounded and the sonar of surface vessels is inefficient because of turbulence of the sea, submarines are likely to be immune from attack except from their own kind. A situation in which a submarine is the only possible weapon against another submarine arises when the field of operations is beneath pack ice.

A submarine beneath the ocean is something like a person deprived of all senses but one—hearing. But it is a special type of hearing. The sonar beam's echoes can be listened to or displayed visually. The beam is directional to an extent that human hearing is not and it can give the range of a target with considerable exactitude.

Thus an encounter between two submarines would not be a case of the blind fighting the blind. The difficulties to be overcome, however, would be great. How is one to distinguish between friend and foe? How will it be possible for a submarine to summon aid or report demage? Perhaps small radio transmitters, like sonobuoys, could be released to pop to the surface and transmit taped messages — unless the submarine were operating under the ice pack.

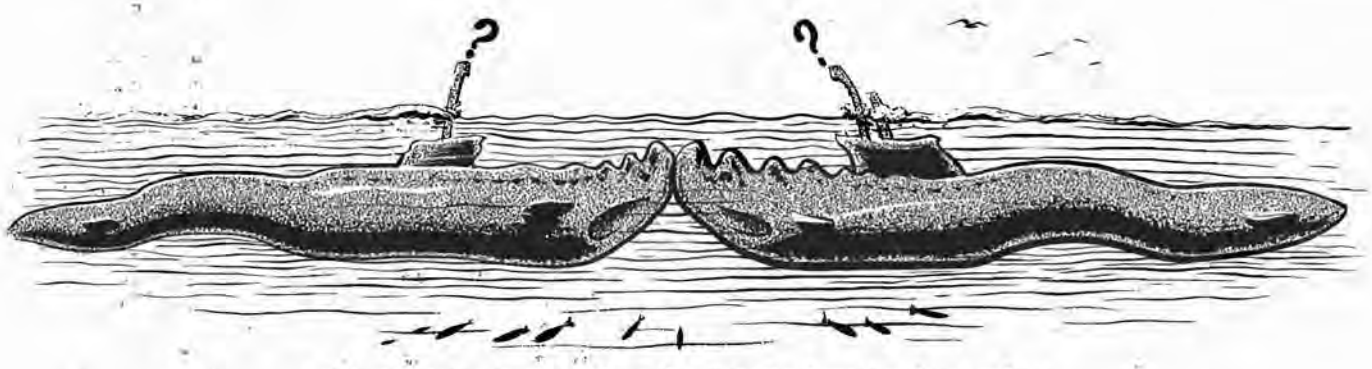
Deck guns are no longer mounted on submarines and this eliminates any choice of weapons. The torpedo is the only weapon the submarine will possess to carry out an attack. (A case in which a British submarine rammed a German U-boat and sliced the latter open with her bow planes was reported during the Second World War, but it is suspected this was largely accidental. Ramming is not a logical method of attack for a submarine.)

The modern homing torpedo is an effective weapon, capable of altering course through three dimensions. Thus it can hunt its intended victim despite the latter's evasive action, changing course to port or starboard, up or down, as the circumstances require. The situation could conceivably arise of two submarines, passing through salinity or temperature gradients, suddenly coming upon each other and carrying out simultaneous attacks, to their mutual destruction. To meet such a situation, it would be necessary to develop an anti-torpedo torpedo or some other method of warding off attack.

New tactics would have to be developed for battling in the everlasting night of the ocean depths. Would warring submarines choose to fight it out far below where a hit would be certain death or would they duel near the surface where the crew of a damaged submarine would stand some chance of escape?

At least one instance of submarines deciding the issue beneath the surface with torpedoes was reported during the Second World War, a British submarine emerging victor over a U-boat. Other actions were fought on the surface with gunfire and there were duels in which boths guns and torpedoes were used.

Within the past two years the German naval affairs magazine *Marine Rundschau* has published a group of surveys concerning the effectiveness of the U-Waffe or submarine arm of the German Navy in the Second World War. One of these deals with submarine victories over submarines. Because the submarine service is the most silent branch of the traditionally silent service, it may be a source of some surprise that *Marine Rundschau* was able to tabulate 90 submarine-vs-submarine encounters. In four of these damage was inflicted on one of the submarines, in six of the reported battles the encounter or the outcome was doubtful, but in the other 80 instances one of the submarines was destroyed.



Identification is a problem the ASW submarine has to face

Here is the scoreboard of the 80 authenticated sinkings:

American vs Japanese	20-1
American vs German	2-0
British vs German	16-3
British vs Japanese	2-0
British vs Italian	18-1
British vs Vichy French	1-0
French vs German	0-2
French vs Italian	0-1
Netherlands vs German	2-0
Netherlands vs Italian	1-0
Netherlands vs Japanese	0-1
Norwegian vs German	1-0
Russian vs all comers	0-8
Allies vs Axis	63-17

These figures would indicate that the submarine has already gone through a trial period as an anti-submarine weapon and that the Allies (with the notable exception of the Russians) were far more adept than their enemies in this novel branch of warfare.

The Japanese submarine *I-173* went to the bottom of the Pacific on January 27, 1942—the first enemy warship ever to fall victim to a U.S. submarine.

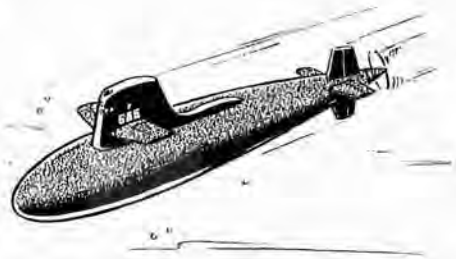
The *I-173's* demise might have been partly due to over-confidence on the part of her commanding officer. She was running at high speed on the surface near Midway Island in broad daylight when the sound of her propellers was picked up by the *Gudgeon,* commanded by Lt.-Cdr. E. W. Grenfell. She was quickly lined up in the *Gudgeon's* periscope and, only seven minutes after first detection, three torpedoes were on their way. Two of them found the *I-173* and she disappeared forever.

This was really a submarine-to-surface action. Not so an encounter that took place off the southwest Norwegian coast on February, 1945.

On that morning extremely faint hydrophone effect was heard over the asdic of HM Submarine *Venturer,* commanded by Lt. J. S. Launders, which was travelling at periscope depth. The sound grew gradually louder, but nothing was seen for more than an hour and then the officer of the watch briefly sighted a periscope.

Lt. Launders stalked the enemy for two more hours, obtaining only one more brief glimpse of the U-boat's periscope in that time.

At last he was within torpedo range and, working from a plot based only on sound bearings and the two periscope sightings, he let go a spread of torpedoes. The homeward journey of *U-864* was ended. Neither submarine had surfaced during the action. Oil patches,



wooden wreckage and an iron cylinder were evidence of a successful attack.

The U-boat was the second to fall victim to the *Venturer.* On November 11, 1944, Lt. Launders sank the *U-771* off Narvik while the *Venturer* was on her way home from delivering supplies to the Norwegian underground movement.

The large number of homeward-bound U-boats among the victims of British submarines suggests relaxed vigilance among the U-boat crews, a state of mind that can be readily understood by anyone who has completed a long, arduous patrol at sea. It could have been this "holiday spirit" that brought about the destruction of the *U-486,* the last German submarine to be sunk by a British boat during the Second World War.

HM Submarine *Tapir,* commanded by Lt. I. C. Y. Roxburgh, was at periscope depth on a working up patrol near the Norwegian coast when a U-boat was heard coming home to Bergen submerged. Roxburgh took his submarine to the entrance of the fjord leading to Bergen and waited. Just as Roxburgh had guessed, the *U-486* confidently surfaced before entering the narrow waterway. The *Tapir's* salvo sent her to the bottom with all hands. The date was April 4, 1945, and within a month the war in Europe was over.

Despite their numerous successes in this area of combat, submarines cannot be regarded as having been major ASW weapons during the Second World War. The crews did not receive special anti-submarine warfare training; their submarines were not specially designed for this work. Their one main job was to attack surface shipping. Shore bombardments, mine-laying and anti-submarine attacks were all incidental to this task. Of the 700 U-boats lost by

Germany as the result of enemy action, only 21 were sunk by other submarines.

The factors weighing against the adoption of the submarine for anti-submarine duties have undoubtedly been:

(*a*) Slow underwater speed—a consideration that no longer applies;

(*b*) The fact that the submarine's only effective weapon is the torpedo, whereas aircraft can employ bombs and torpedoes, and surface ships can attack with gunfire, anti-submarine mortars and torpedoes;

(*c*) Difficulties of communication and recognition (the first warship lost by the RN in the Second World War was a submarine sunk by another British submarine);

(*d*) The heavy physical and psychological stress under which submarine crews would have to operate during ASW patrols.

Despite these very real disadvantages, it would appear that the submarine is an effective ASW weapon, but that it is incapable of undertaking the whole task. The teamwork, which is so vital to the success of air and surface anti-submarine operations, would be well-nigh impossible between submarines because of the communications problem. The side that has everything has the advantage over the side that puts its full trust in submarines.

The ability to lie in ambush and attack by stealth is the trump card of the submarine. If she undertakes an active search, she reveals her presence to the enemy and the outcome is determined by who pushes the firing button first.

In his book "The British Submarine", Cdr. F. W. Lipscomb, says this:

"It seems certain that submarines of the future equipped with better listening devices than ever before and armed with improved homing torpedoes, which act on the acoustic principle and, once fired, 'home' of their own accord on the enemy, will constitute a formidable weapon against other ships including submarines, and keep the enemy in constant fear of sudden destruction. It must be realized at the same time the anti-submarine vessel is also equipped with listening devices and homing torpedoes and improved depth charges. In addition, sono, or listening buoys, can be laid by aircraft or surface vessels over the area where the submarine is suspected of operating. At one moment the submarine is ahead of its enemy, the anti-submarine vessel, then the latter gains the ascendancy through new ideas and more modern weapons. This fight for supremacy goes on all the time."—C.

NATIONAL SURVIVAL

DETAILS of the Canadian Army's plans for carrying out its new responsibilities for national survival in the event of war were outlined in June by Army authorities. The decision to assign these responsibilities to the Army had been announced earlier in the House of Commons.

The Army's statement emphasizes that the Militia as well as the Regular Army must continue to do a considerable amount of military training as the new duties can be performed only by units organized, equipped and disciplined along military lines. In the words of the Prime Minister, the new responsibilities involved "difficult and frequently dangerous tasks, requiring trained and disciplined forces."

Speaking during the debate on defence estimates on July 2 in the House of Commons, Hon. G. R. Pearkes, Minister of National Defence, said:

"The Canadian Army is the designated service responsible for the conduct of survival operations, and will be assisted by such elements of the RCN and RCAF as can be made available for this task."

He said that all defence forces which were not actively engaged in repelling the attack would be trained and ready to take active measures to assist survival. Both regular and reserve forces would be involved.

On September 1, 1959, the Army becomes directly responsible for the tasks of warning civilians of enemy air attack, determining the location of nuclear explosions, assessing the damage, carrying out the initial entry into areas damaged by nuclear weapons or affected by radioactive fallout and conducting rescue operations in the areas. In addition, the Army is responsible for co-ordinating the activities of civilian agencies such as police and fire departments that will also have to operate in a damaged area once it has been entered.

The broad policy on how the Army will train for and carry out its new responsibilities will be produced by a small staff at Army Headquarters. This staff is headed by the Director General of Survival Operations. However, as most of the detailed planning done by other agencies involved with civil defence or survival operations is done by provinces and municipalities, most of the Army's detailed planning will be carried out by the existing command and area headquarters whose boundaries in most cases correspond to provincial boundaries.

An area which has been subjected to nuclear attack will be severely damaged and contaminated. Roads will be impassable and danger from radioactivity may be met anywhere. For these reasons the entry into such an area will have to be made in a manner similar to an attack on a conventional battlefield. Approaches may have to be made across country or through the air. They will have to be made quickly and on a broad front if the lives of people in the damaged area are to be saved; therefore, the troops will require equipment to give them mobility and they will have to know how to use the instruments which detect radioactivity. The results of their reconnaissance will have to be passed quickly to a co-ordinating headquarters, which must in turn be able to issue orders to bring all the troops available into action at the best points; therefore, the troops must be well equipped with wireless. Finally, the troops must have an administrative organization which can sustain their activities without relying on civilian facilities.

Present plans see the Army tackling the problems outlined above with groups known as mobile columns. These columns will be made up of sub-units drawn from existing Regular Army or Militia units. They will not have a fixed strength but will consist of a number of rescue companies, a support company and a headquarters company. The support company will consist of technical troops such as engineers, medicals, signals, etc., carrying out their normal roles. The headquarters company will provide supplies and repair and administrative facilities. The rescue companies, which will be provided for the most part by armoured, infantry or artillery units, will be the "attacking" troops. A column, fully mobile and administratively self-supporting, will be able to carry out the following tasks within the area of destruction:

(a) *Reconnaissance, assessment of damage and casualties;*

(b) *Area and close radiological reconnaissance;*

(c) *Traffic control and movement of people;*

(d) *Direction of police and fire services;*

(e) *Rescue and initial evacuation;*

(f) *First aid to the injured, and*

(g) *Maintenance of internal communications.*

The Army plans to organize their mobile columns, using both the Regular Army and the Militia. In the event of an attack, both Regular Army and Militia columns will be directed into the damaged area by the local command or area headquarters . . .

It is because of the need for "conventional" military training to produce disciplined and well organized units that the Militia will retain its present unit organization and continue much of its present type of training.

While the Militia will gradually lose some of its heavier equipment not suitable for survival operations, it will have to retain enough to enable it to carry out the basic training outlined above. The equipment that is withdrawn will be replaced with the specialized equipment for radiological detection, communications equipment and the vehicles necessary to give units the mobility they must have.

During the past few years the Army has been devoting a considerable amount of time and effort to training members of the Regular Army and the Militia in the special skills required for survival operations. Over 600 rescue instructors and 700 staff officers have been trained at the Civil Defence College at Arnprior, Ontario. At the Joint Atomic, Biological and Chemical Defensive Warfare School at Camp Borden an additional 1,500 instructors and 170 staff officers have received training in radiation monitoring. In addition members of the Army have attended courses conducted by provincial civil defence organization. These instructors have been passing on their knowledge during training at unit stations.

Almost 1,000 members of the RCN and RCAF have also received specialized training in rescue work or radiation monitoring.

As mobile columns may have to operate from areas remote from possible target areas, it is likely that militia units and columns will have to work with Regular Army units located away from these areas. This will call for increased co-operation between the Militia and the Regular Army. This need for co-operation and the tremendous amount of co-operation that will be required between the Army, the other services and the civilian agencies with responsibilities for National Survival will undoubtedly require many more of the practical exercises that have been held in various parts of the country during the past few months.

THE BULLETIN BOARD

Young Married Sailors Aided

A hardship of long standing is being alleviated to a considerable extent as a result of the approval by Order-in-Council of the payment of separated family's allowance to married seamen under the age of 21.

Although married men under 21 serving in the RCN are still not entitled to marriage allowance, they will, from now on, receive separated family's allowance when they are drafted to sea. The payment to leading seamen and below will amount to $46 a month, without children, or $61 a month, with children. Petty officers, second class, will receive $57, or $72 with children. The payment applies to married sailors living in private quarters ashore, except that $11 a month will be paid to petty officers in married quarters on draft to sea.

Immediately affected are 85 young married sailors, who are at present serving at sea. Another 135 under-21 married men are living ashore and, up to July 1, were faced with the prospect of losing their $46 or $61 a month subsistence allowance on being drafted to sea or to a course where private living accommodation was not available. Although the allowance is payable at a lower rate when the sailor is serving on board ship, it is obvious that there is a substantial improvement over previous pay arrangements.

QRCN 205.25 and the adjoining table, 205.26, are being amended in line with the Order-in-Council. The decision to grant separated family's allowance to men not in receipt of marriage allowance, who would be eligible apart from their age, was promulgated in Cangen 153, effective July 1, 1959.

Correspondence Courses Ready

Five naval correspondence courses now are available without cost to regular force and reserve personnel who wish to write Naval Junior Matriculation Examinations (NJMEs).

The five courses are NJME mathematics, English, physics, chemistry and French.

The naval correspondence courses in each command are administered by the Command Education Officer. For the purposes of the courses, HMCS *Chippawa,* the Winnipeg naval division, and all establishments west of Winnipeg are considered to belong to the Pacific Command.

If an instructor officer is not borne in a ship or establishment, the would-be student's request for a course will be forwarded by his commanding officer to the Command Education Officer. Courses, instructions and text-books will be supplied directly to the student. From then on the student will send completed exercises to an instructor officer to whom he will have been assigned by the Command Education Officer.

In ships or establishments, including divisions, where an instructor officer is borne, this officer will look after registration and correction of exercises.

Further particulars are given in General Order 54.11/3.

THE WEAPONS OFFICER

UNDER THE PRESENT RCN branch structure, the responbility for the operation and maintenance of a ship's weapons system may be divided between as many as four officers (electrical, ordnance, gunnery and torpedo anti-submarine).

The new personnel structure provides for both the operation and maintenance of a ship's weapons systems to be the responsibility of the weapons department which will be headed by the weapons officer.

General list officers will be sub-specialized as weapons officers after their second sea phase. As the first of these sub-specialists will not reach the Fleet until late 1965 or early 1966, it will be necessary to continue to train existing officers to carry out these duties for at least six more years.

Rather than perpetuate the present branch system, Naval Headquarters has announced that interim courses for weapons officers will be introduced beginning in 1959. The first of these courses has been scheduled to commence in *Stadacona* on August 31, and it is anticipated that similar courses will be run annually thereafter until sufficient general list weapons sub-specialists are being produced to meet the requirements of the Fleet. No further long "G" or long "TAS" courses are contemplated.

In order to further the general list concept, interim courses for weapons will be open to officers of all branches who meet the visual standards prescribed for the general list officer. However, in order to expedite the production of weapons officers and make the most economical use of available manpower, it is intended that the candidates for at least the first course be selected from those officers who have received previous training in some aspect of the weapons field. Consequently, electrical, ordnance, executive (G) or (TAS), and instructor officers will make up the first course.

To ensure that the changeover from interim courses for weapons officers to general list weapons sub-specialist courses will take place smoothly and efficiently, the interim course has been based on the course designed for the future general list officer.

Because of the differences in background and experience of the various types of officers who might be selected for weapons training, particularly during the first few courses, the interim course has also been designed so that it might be taken in phases and units of phases. If such a system were not used, some of the officers appointed to the course would have to take instruction in aspects of the weapons field with which they were already familiar.

It is planned that the first interim course will run approximately one year. However, it is anticipated that the length of future courses will vary with the experience level of the candidates and the advances in weapon design and development.

CLEARANCE DIVERS GO NORTH

A TEAM of nine RCN clearance divers headed north in late June to carry out underwater demolitions, pipelaying and salvage missions for the United States Navy's Military Sea Transportation Service. The assignments will continue until freeze-up in the fall.

The team, headed by Lt. Arthur W. Rowse, embarked in the USS *Opportune,* a USN auxiliary rescue salvage vessel, which called at Halifax June 18-21.

The other frogmen were CPO Peter Nicholson, PO Francis MacArthur, and Leading Seamen James Poidevin, Glendon Frausel, Nelson Eisener, Stanley J. Stephenson, Roy Everets and Kenneth Whitney.

This is the third year of Arctic operations for PO MacArthur, the second for Ldg. Sea. Stephenson. The others went North for the first time.

In other years, RCN divers surveyed and cleared underwater obstructions from the various beaches used by the Military Sea Transportation Service for the annual landing of supplies for the Distant Early Warning Line and other northern military posts. Last year these and extra assignments earned praise for the Canadians from the highest quarters.

The forthcoming operations will not involve beachwork. There are four main missions, for one of which the Canadians equipped themselves with an initial supply of 30 tons of explosives.

The channel into the harbour of Goose Bay, Labrador, is obstructed by a solid rock some 5,000 cubic yards in volume which hitherto has prevented tankers and supply ships from going all the way into port. The Canadians are attempting to demolish this East Coast version of Ripple Rock. The Americans figure the rock has cost them $900,000 so far by making it necessary to off-load ships in the outer reaches of the harbour. There is only 25 feet of water over the position of the rock, 41 feet of water elsewhere in the channel.

For this experiment, expected to take a fortnight, the Canadians are drawing on explosive stocks including, among other things, 60 depth charges and 1,000 feet of TNT "hose".

Nine RCN clearance divers who are assisting the USN in the eastern Arctic this summer are shown here. On the deck of the diving tender, left to right, are Lt. Arthur W. Rouse, PO Francis MacArthur, CPO Peter J. Nicholson and Ldg. Sea. Stanley J. Stephenson. In the foreground are Leading Seamen Ray Everts, Kenneth Whitney, James Poidevin, Nelson Eisner and Glendon Frauzel. One of the rubber boats they are using in the north is shown. (HS-57798)

Also at Goose Bay, the Canadian frogmen will labour for four weeks to lay two ten-inch pipelines, partly of special steel and partly flexible and totalling some thousands of feet, along the harbour bottom so that ships can take on fuel without having to come alongside a jetty. Once the system is completed, it is expected that 800,000 barrels of aviation gasoline, diesel and heating fuels will be pumped into the tank farm through the piping this season for use as required.

Next the Canadian team will move on to Thule harbour, Greenland, to haul up the polynia system installed by RCN divers last year and replace it with a permanent installation, fanning out to cover more of the harbour. The polynia system involves the laying of perforated pipes through which compressed air is ejected. The bubbling water carries warmer water to the surface, prevents freeze-up and resultant damage to harbour installations.

The final major assignment of the Canadians will be to clear ammunition from a portion of the bottom at Harmon Field, St. George Bay, Nfld. During the Second World War a lighter bearing 150 tons of naval ammunition sank in the harbour. Recently, some of it has been washed ashore in storms.

The team, all of whom are volunteers, took 6,000 pounds of equipment for their northern sojourn. The working day is expected to be around 16 hours long, seven days of the week.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Restigouche

For the first time in 20 years a Canadian warship named *Restigouche* has sailed into the river for which she is named and the citizens of Campbellton, N.B., made it appear like the homecoming of a long absent member of the family.

The river town rolled out the red carpet for the *Restigouche*. Her predecessor at Campbellton was a destroyer commissioned in 1938 and disposed of after the Second World War. The new *Restigouche* called for several days before taking part in the official opening of the St. Lawrence Seaway later in the month.

The ship was met by Mayor C. E. Tingley, a guard provided by the *Restigouche* Sea Cadet Corps and a pipe band provided by the Caledonia Society. Immediate arrangements were made by members of the Main Brace Naval Veterans' Association for dances and entertainment for every evening. Theatres were all free for one evening.

Many of the sailors looked forward to hooking a famed Restigouche salmon since a record 50-pounder was landed the previous week, but the salmon refused all tempting flies and the total catch consisted of several tasty trout. Organized groups toured the pulps mills and on Sunday, June 14, local churches were attended.

Around 5,000 visitors, including organized school parties, went on board in a continuous stream, despite poor weather, "to see *their* ship". Local authorities are anxious to make the visit an annual event, a suggestion which J. C. Van Horne, Member of Parliament for the constituency, said he would support. The ship's company heartily endorsed the idea. Mr. Van Horne toured the ship and entertained several of the Navy visitors at his home.

The Sea Cadets, who were in evidence during the whole visit, presented the ship with a bayonet which had been recovered from a French ship sunk by the British in the Battle of Restigouche in 1760. The mayor presented two pieces of Corsican oak from the same vessel and asked the ship's artisans to make up some permanent memento of the visit. Remains of the French vessel form part of a museum at Mission of Ste. Anne de Ristigouche across the river in Quebec, which was visited by many sailors.

HMCS Buckingham

Early on the afternoon of Thursday, May 21, the frigate *Buckingham* arrived in Hamilton, Ontario, having become the first Canadian warship to transit the St. Lawrence Seaway. The *Buckingham* sailed from Halifax on May 13. The ship was also at that time the largest Canadian naval vessel to have entered the Great Lakes area.

Before leaving Montreal, a number of senior naval officers of the RN, USN and RCN were embarked for passage through the Seaway to observe the channels and locking system before the passage of HMY *Britannia* and U.S. warships.

Senior officers included Vice-Admiral Peter Dawnay, Flag Officer Royal Yacht; Commodore A. G. Boulton, Commodore E. W. Finch-Noyes and Captain H. L. Quinn, all RCN, and Captain Paul Ryan, USN, U.S. Naval Attaché, Ottawa, Captain R. G. Dreyer, RN, Senior Naval Liaison Officer U.K.

Lieutenant-General H. D. Graham, of Ottawa, and Commodore Paul Earl, Senior Naval Officer, Montreal, were also in the party.

The *Buckingham* is serving as Great Lakes training ship for reservists this summer, taking the place of the smaller coastal escorts which have in the past served in this capacity.

First Minesweeping Squadron

On May 31 the First Canadian Minesweeping Squadron arrived in Halifax to complete the 1959 operational river cruise.

The cruise, which lasted over a period of seven weeks, included the ports of

One chief admitted he hadn't taken part in ceremonial divisions for 18 years, but when the chief and petty officers of No. 98 Leadership Course turned out for their final march past at Cornwallis they had achieved a high level of military smartness and precision. PO F. Royea was the platoon commander.

Bermuda, Sydney, N.S., Newcastle and Dalhousie, N.B., Montreal, Quebec City, and Summerside and Charlottetown in Prince Edward Island.

While at sea the squadron saw a period of concentrated exercising in the way of flag hoisting, officer of the watch manœuvres, general drills and ship manœuvres, as well as minesweeping.

While in port the squadron landed sports teams to participate against local clubs.

NAVAL DIVISIONS

HMCS Tecumseh

Lt. S. J. Farrell, who recently completed an assignment as Staff Officer (Administration) at HMCS *Tecumseh*, was honoured at a mess dinner at the Calgary division.

He was the recipient of two engraved mugs, one presented by the executive officer, Lt.-Cdr. A. R. Smith on behalf of the Wardroom and the other from NOA, Calgary branch, by J. Jerome.

The commanding officer of the division, Cdr. J. F. McKenzie, asserting that Lt. Farrell during his stay in the Stampede City had proven himself a true Westerner, presented Lt. Farrell with the traditional white stetson, symbol of the Calgary Stampede, suitably decorated with a Naval hat tally.

Lt. Farrell promised the dinner that he would wear the stetson on his arrival at his new appointment, HMS *Dryad*, in England and whenever riding to hounds.

HMCS Queen

Downtown shoppers in Regina on Saturday, April 11, must have imagined themselves suddenly transported to Victoria or Halifax. It has been a long time since USN personnel have been seen on the streets of Regina. The occasion was the visit of the commanding officer, officers and men from Naval Reserve Electronics Division, Miles City, Montana.

The Americans arrived Friday evening and a three-day round of activities started off with a sports night. Target-shooting, relay events, basketball and volleyball gave everyone a chance to compete. A point system gave the RCN(R) a distinct advantage when the totals were all in and they were able to retain a very handsome cock-of-the-walk trophy.

A reception for the visitors followed. Meanwhile wives of the visiting officers were entertained at the home of Cdr. T. S. Cook, commanding officer of *Queen*, and the wives of the petty officers at the home of PO H. T. Hobson.

A tour of the city was laid on for Saturday morning and included the Legislative Building, the new Museum of Natural History and the RCMP barracks and museum. Official visits were paid to the Lieutenant-Governor of Saskatchewan and to the Mayor of Regina.

On Saturday evening, our visitors were entertained at a ship's company dance on the drill deck. There was a good turn-out, nurses from Regina General Hospital attended as partners for

Thirty-five years of service to the Navy was recognized at a mess dinner at HMCS Nonsuch, the Edmonton naval division, on April 30 in honour of Chaplain (RC) Leo Green. Shown chatting with Father Green are Lt.-Cdr. C. H. Rolf, Cdr. L. J. D. Garrett, commanding officer of Nonsuch, and Captain George P. Manning, former commanding officer. (Photo courtesy Edmonton Journal.)

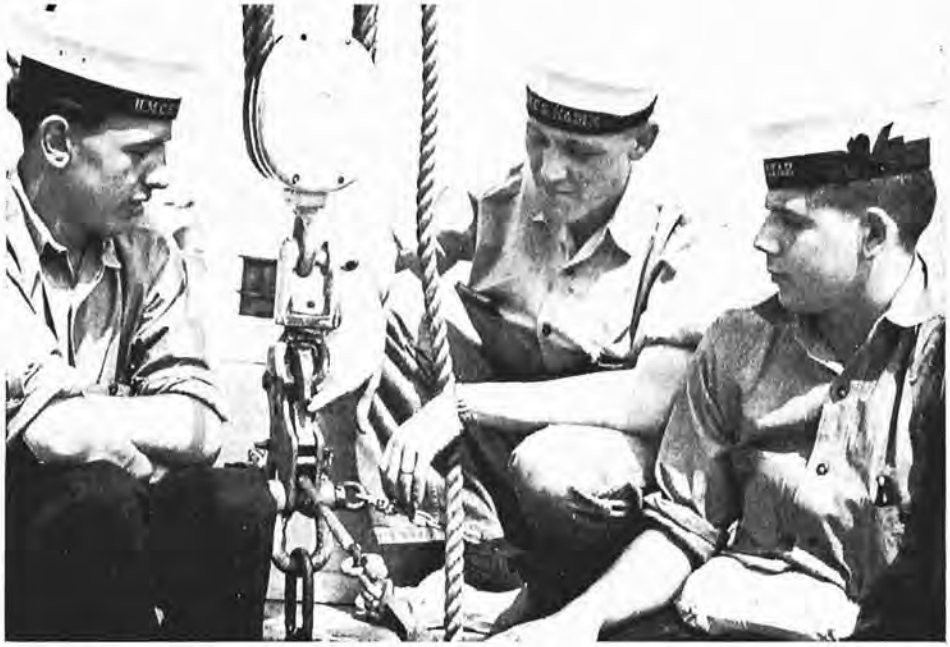
Government and service officials were among the distinguished guests attending the 1959 Admiralty Ball at HMCS Star, Hamilton's naval division, on May 29. Included were, left to right: Air Vice-Marshal J. G. Bryans, Air Officer Commanding the RCAF's Training Command at Trenton, Ont.; Major-General H. L. Sparling, General Officer Commanding the Canadian Army's Central Command; Hon. Ellen Fairclough, Minister of Citizenship and Immigration; Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions at Hamilton, senior host at the ball, and His Worship Mayor Lloyd D. Jackson, of Hamilton. (COND-5145)

the single men and the Army provided a most enjoyable buffet dinner.

On Sunday morning, RCN(R) and USNR attended church with their families—Roman Catholics at Christ the King Church and Protestants at Broadway United Church. After the services, all met in the wardroom for coffee and a last word with the visitors before their drive back to Miles City.

The commanding officer, Lieut. Commander C. G. Wolhowe, USNR, spoke for himself and for his officers and men when he expressed his appreciation and delight at the hospitality and facilities offered by the commanding officer, officers and men of HMCS *Queen*. An invitation was extended to all to attend a range barbecue in Miles City sometime in October. It is hoped that next time the USNR will be represented not only by Miles City but by Billings and Great Falls, too.

This first venture into promoting international goodwill was quite successful and everyone at *Queen* felt well repaid for the work put into the preparations.—J.O'B.



Two of hundreds of naval reservists undergoing summer training at the Great Lakes Training Centre, Hamilton, were Ord. Sea. Douglas Collister, 17, (left), and Ord. Sea. Sidney Deveau, 16, (right) both of Hamilton. The two new-entry seamen are seen here with Petty Officer Gordon Stinson, who is explaining the Robinson's disengaging gear of the sea boat on board the frigate Buckingham. (COND-5200)

Fourteen children were christened recently at Hochelaga by Chaplain (P) Callum Thompson and shown here are the children, proud parents, godparents and friends. This was the first such ceremony at Hochelaga. Afterward a tea was held in the wardroom where a cake was cut by the padre in honour of the event. (ML-7566)

INTERNATIONAL ASW LABORATORY

Formation of an international research laboratory to study and help basic problems in anti-submarine warfare was announced April 17 by Admiral Jerauld Wright, USN, NATO's Supreme Allied Commander Atlantic (SACLANT), at his Norfolk, Virginia, headquarters.

Known as the SACLANT ASW Research Center, the new laboratory is located at the Italian Naval base at La Spezia, in northwest Italy on the Ligurian Sea—mid-way between Genoa and Leghorn. It was officially commissioned by Admiral Wright on May 2.

In informing the NATO Council of the plans for this centre Admiral Wright said, "I am confident that the SACLANT ASW Research Centre will make highly important contributions to the capability of the navies of our Alliance to counter the Soviet submarine threat and secure the seas for use by the free world".

Nine NATO nations have been invited to participate. Contributing scientists and technical data are Canada, Denmark, France, Germany, Italy, The Netherlands, Norway, the United Kingdom, and the United States. The Italian government is making available laboratory buildings and other facilities.

Policy direction for the laboratory is furnished by SACLANT in co-ordination with pertinent NATO agencies. Raytheon Manufacturing Company of Waltham, Massachusetts, long a leader in ASW development, will manage the centre through an Italian subsidiary which has a non-profit contract.

The subsidiary's board of directors includes among others Admiral Robert B. Carney, former Chief of Naval Operations, and Charles Francis Adams, Raytheon president.

SACLANT's guidance will be transmitted via a six-officer military staff to be chosen from participating nations. The group will also provide ASW operational experience.

A scientific council of eminent scientists from the participating countries will provide advice and recommendations to SACLANT concerning the centre's program and progress.

The laboratory will be staffed initially by about 20 senior scientists plus 60 to 80 supporting personnel.

Initial financing will be provided by the United States with Mutual Weapons Development Program funds pending common NATO funding.

Present ASW scientific knowledge of the nine nations will be pooled in the centre, and findings of new studies funnelled back to participants. All NATO nations with ASW potential also will have free access to the findings.

Answers to ASW problems provided by the scientific teams are expected to help meet the increasing menace of the Soviet submarine fleet. Estimated strength of the present Soviet underwater fleet is about 450 submarines—more than half of which are modern, long-range vessels.

The ASW research centre will monitor and analyze oceanographic measurements in selected waters. Among other chief functions will be operational research and analysis plus limited development in various phases of anti-submarine warfare.

Named as the laboratory's first scientific director is Dr. Eugene T. Booth, ASW expert now on leave from Columbia University where he served as head of the physics department.

First SACLANT deputy at the centre and head of the six-officer military staff is Captain K. M. Gentry, USN.

This series of pictures shows the launching of a Mark 43 homing torpedo —one of the most formidable weapons in the RCN's arsenal. It is, in effect, a guided missile, which travels beneath the sea to find its target. It is electrically-driven, leaves no wake, and has an electronic brain that can guide it to great depths in the pursuit of enemy submarines. Another of the Mark 43's merits—as can be seen in the first two pictures—is that it requires no cumbersome tube for its launching. (E-50580 to E-50584)

STORY OF THE LABRADOR'S FIRST YEAR

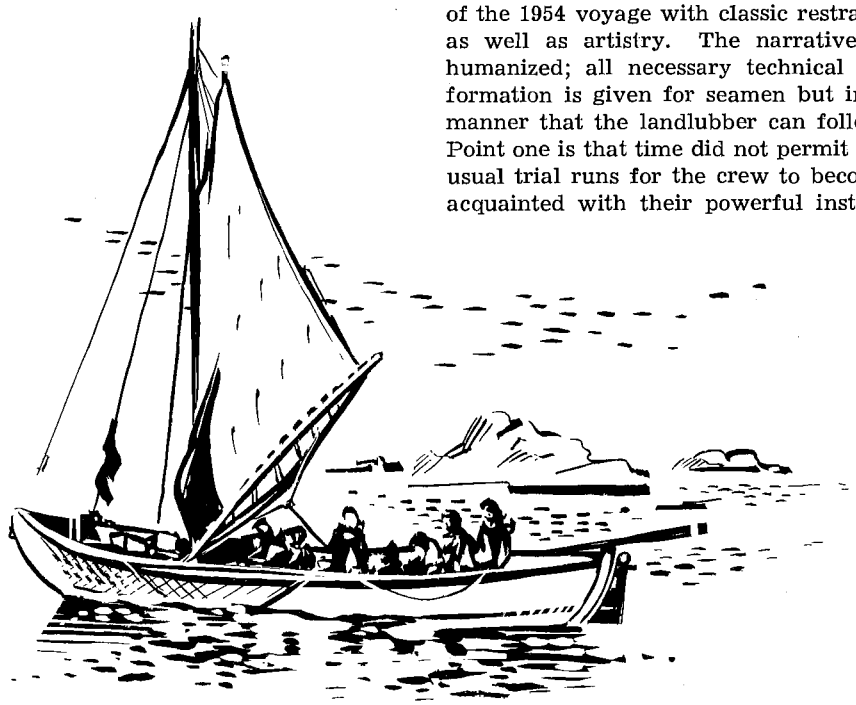
Memorable Cruise Through Northwest Passage Recorded

When Captain (now Commodore) O. C. S. Robertson took the brand-new Arctic patrol ship HMCS Labrador *north in 1954, he was told, in effect: "If you think a ship of this size can steam through the Northwest Passage — go ahead". He did, in a voyage that turned men's eyes northward and contributed knowledge that proved of great value in the construction of the Distant Early Warning Line and the voyages of nuclear submarines under the Arctic ice.*

The story of that voyage has now been told by Lt.-Cdr. T. A. Irvine, who is at present serving as executive officer of the frigate Buckingham. *Rather than review the book ourself, we have chosen to go outside the Navy and borrow the excellent review written by W. A. Deacon, eminent book critic of* The Globe and Mail, *Toronto. His review follows. —The Editor.*

THE TOP of the world has long attracted men, especially as the short route from Europe to Asia. It is short but difficult.

Inspector Larsen of the RCMP was the first man to make the course in 1940-42 from Vancouver to Halifax in a little wooden ship, the *St. Roch*, 104 feet long, 197 tons. Using the more northerly Barrow Strait he got back in 86 days. T. A. Irvine's "The Ice Was All Between" is the artistically told story of the second voyage.



BOOKS *for the* SAILOR

This time direction was east to west, via Lancaster Sound and Barrow Strait; but what a difference in equipment! This time the ship was the mighty ice-breaker *Labrador,* the most complicated vessel ever built in Canada—5,000 tons (6,400 loaded), 270 feet long, beam of 63 feet, draft of 27 feet. Her mighty engines through twin screws produced 12,000 horsepower. She had radar, carried two helicopters, two landing craft, one launch. Her crew consisted of 200 men and 20 officers, of which the author, a master mariner, was the hydrographer as well as standing his ordinary watches. She could crush ice up to 10 feet thick, though making little forward progress under such conditions. It took the *Labrador* 97 days to circumnavigate North America, via the Panama Canal. It was a hard, rough, dangerous trip; but it made history.

Lt.-Cdr. Irvine has told his epic story of the 1954 voyage with classic restraint as well as artistry. The narrative is humanized; all necessary technical information is given for seamen but in a manner that the landlubber can follow. Point one is that time did not permit the usual trial runs for the crew to become acquainted with their powerful instrument and much novel equipment that had never been tried at sea. The crew took over at Sorel, where the *Labrador* had been built during the previous four years, and sailed immediately for Halifax. In the rapids, amid traffic, the heavy ship wabbled from side to side of the channel and had to anchor in mid-stream for a better organized start. There was no precedent in the Canadian Navy for such an undertaking. The going was tough.

Going to Resolute Bay the great ice-cakes scraped the ship's sides, causing a fearful din within. There was always danger of breaking a propeller; and if she were not driven hard, she might be frozen in. Once a huge cake of ice got squarely between the screws, stopping both.

During some days of heavy fog, bergs were avoided only by watching the radar screen. Suddenly the fog lifted for a visibility of five miles. "As far as the eye could see the ship was surrounded by icebergs." The commander said: "I think I prefer the fog. At least we can't see what we're dodging."

Later, when the ship was smashing through solid ice, a seaman reported: "Captain's on the bridge, sir. He's really putting the boots to her. Full power, and propellers getting jammed every five minutes. It's quite a do." It was. Risking the ship hourly was the only alternative to disaster.

Though the region is so vast and so thinly populated by men, the crew discovered relics of many previous, tragic attempts by explorers. One was a sled abandoned by Stefansson, who went where no man had been and got out safely. "It seemed incredible that Stefansson had once sledged across this bleak, wind-swept expanse of frozen sea from Point Barrow to Banks Island and kept himself and his party alive by literally living off the ice, with its elusive game, the polar bear and the seal. He proved that survival was possible in this desolate region, and in doing so surpassed the Eskimo in his ability to live on the sea-ice."

One of the amusing touches comes in the Western Arctic when the *Labrador* fell in with the USS *Burton Island,* and extended a dinner invitation to her officers. In great pride, wearing their dress uniforms, the Canadian officers entertained the Americans at a formal

dinner, complete with traditional wines and toasts.

Then our sturdy ship pulled away fast southward to Esquimalt, for there was a very sick man on board.

Among the West Indies, sight of the icebreaker caused amusement as well as wonder. One skipper radioed: "I'm in the Caribbean; where are you?"

Thus the mighty ship returned to Halifax and a momentous chapter in Arctic navigation had been written. For, at last, scientific charting of depths had begun. Beacons had been raised on headlands. Samples of sea water were brought home for analysis; and Canada had a ship that could break solid ice all the way to Alexandria Fiord, 79 degrees north.

THE ICE WAS ALL BETWEEN, by T. A. Irvine; 240 pages, two end-paper maps and photographs; published by Longmans, Green and Company, Toronto; $4.50.

THE NAMES OF SHIPS

"BRITISH WARSHIP NAMES," compiled by two of the men responsible for choosing them during the Second World War, is a compromise between compactness and comprehensiveness. It is a stout volume of 498 pages of which the first 66 are occupied by a history of naming HM Ships. In this space it deals with about 2,000 names (the RCN has already used over 600), but the list is confined to the British war fleet proper, excluding craft smaller than sloops in the days of sail and smaller than corvettes in the present century, as well as ships of the Commonwealth navies.

Not even the ships of the Provincial Marine, which served on the North American lakes in the American Revolution and the War of 1812-14, are mentioned except for HMS *St. Lawrence*, of 112 guns, on Lake Ontario. Even the entries under *Inflexible, Royal George, Thunderer, General Wolfe, Caldwell* and *Mohawk* make no mention of namesakes in Canadian landlocked waters. The last name, for example, is said to date from 1813, while the Provincial Marine had had two *Mohawks*, a snow and a sloop, before then. The only notice generally taken of the dominions are notations such as: "Transferred to Canada, 1938 . . . Transferred to Canada, 1945" against the second and third *Crusaders*, but the battle honour, "KOREA 1952-53", won for the name by the RCN, is not recorded. In some cases as in *Niobe's* the note reads: "Transferred to the RCN in 1910, since when the name has been the property of the Royal Canadian Navy".

The omissions noted above are to be expected and are given here as a warning to Canadians not to expect detailed information on our ships' names. One name that perhaps should have been included is *Columbia*. The first name was a Boston privateer of 20 guns captured in 1812 off Cape Sable. The second and third of name were a paddle steamer and a trawler respectively and do not qualify for mention, but the first does.

Having disposed of the omissions, we come to the strong points of the book. The authors know the subject of naming-policy thoroughly and were actively concerned with it for five years during which more ships were in commission in the British fleet than at any time before. The six chapters of history start before the establishment of the Royal Navy and come down to the end of the Second World War, since when no new name has been introduced.

The Elizabethans were enterprising in naming as in everything else; they coined the names *Dreadnought, Swiftsure* and *Warspite*, which have no existence except as warships' names. Under the Stuarts the geographical names started to appear, in the eighteenth century the names from Greek mythology and, in Queen Victoria's reign, the abstract nouns and adjectives came in a spate.

Except where the name is of obvious origin, there is a brief note to explain it, if only to say "Geographical" or "Flower name" to give a lead for further investigation. Some are quite entertaining and by far the best is:

FANFAN *This is believed to have been the pet name of one of Prince Rupert's lady friends. She was certainly built for Prince Rupert."*

—Ph. Ch.

BRITISH WARSHIP NAMES, Captain T. D. Manning, RNVR (Ret'd), and Commander C. F. Walker, RN (Ret'd), with a foreword by Admiral of the Fleet the Earl Mountbatten of Burma . . . London, Putnam; Toronto, McClelland & Stewart, 1959; 498 pp; $8.50.

GUIDE TO THE SEAWAY

A GUIDE BOOK, in part, "Ships and the Seaway" is mostly an introduction to the ships that will ply the waters of the St. Lawrence and the Great Lakes. It is written for the landsman by Frederick J. Bullock, Master Mariner, now with the Department of Transport.

Part I, "Navigation in the St. Lawrence and the Great Lakes", gives the nautical history of the region and a description of the seaway. It includes maps and water level profiles showing how the river is controlled as well as many photographs of the ports and the ships that use them. Part II "Ships from Far-Away Places", after a short introduction, is divided into chapters on the shipping lines whose craft are to trade regularly into the St. Lawrence system (the "lakers" and "canallers" are dealt with in Part I). The house flags and funnels of the shipping lines, and the national ensigns to be most commonly seen, are shown in colour on the end papers.

The illustrations are plentiful and good. The most dramatic picture, which might well have been used as a frontispiece but is on page 36, shows a pair of locks in the Welland Canal. Occupying one lock with not an inch to spare is a laker, the *Scott Misener*, of 21,829 tons dead-weight. The other lock looks comparatively empty although there are two ships on it. The nearer is one of largest "salties" that could navigate the 14-foot St. Lawrence canals, the *Manchester Pioneer* of 2,715 tons dead-weight. That is, the fresh-water ship could stow just over eight times the weight of cargo that the sea-going vessel could. The lakers will retain some of this advantage because they are built more lightly than vessels that must face the North Atlantic.

The book is full of useful information such as a visitor to the Seaway, especially a passenger making a voyage into North America, would like to have —certainly it should be in the library of every passenger vessel plying the North Atlantic and the Seaway. It should also be in high school libraries and teachers of geography should know of it. Seamen will probably want something more technical, however, and there are several other books on the market at present.—Ph. Ch.

SHIPS AND THE SEAWAY, by F. J. Bullock; Toronto, J. M. Dent & Sons (Canada) Limited, 1959; 115 p. illus., maps, diagrams, coloured end papers. $3.95.

THE NAVY PLAYS

Wrens Break Away In Softball Opener

In the Tri-Service Ladies' Softball League, *Stadacona* wrens hammered 101 Manning Depot 23-12 in the opener.

The games, a close one until the fifth, was played on the North Commons at Halifax. In the fifth inning the wrens pulled away with six runs and added two more in the sixth.

Battery mates Penny Fotheringham and Sylvia Balmer were instrumental in the win. Fotheringham allowed 11 hits and struck out one, but was sparing with the free tickets, allowing only two.

Balmer hit 4 for 4, including two round-trippers, a triple and a single, and batted in five runs.

Shirley Houghton made a triple, double and two singles in six trips to the plate, while Betty O'Sullivan and Peanuts Brodensen swatted a triple and a pair of singles apiece.

In another feature, later in June, Penny Fotheringham pitched the wrens to an 11-1 victory over Headquarters Eastern Command. The shutout was lost in the fourth innning.

Shearwater Halts Greenwood Assault

Shearwater held up under a fierce attack by RCAF Greenwood in a Tri-Service Soccer League fixture and after weathering the storm went on to win 2-1.

Greenwood, leading the league, had most of the play but couldn't pierce the *Shearwater* defence.

Shearwater opened the scoring on a penalty shot in the 15th minute. The lead was increased in 42 minutes to give the Flyers a 2-0 edge at half-time.

A goalmouth scramble in the second half gave Greenwood its only goal.

Airmen Out-Sail RCN in One Event

A battered old, bullet-riddled French horn was at stake when the RCAF's No. 2416 Control and Warning Auxiliary Squadron sailed against HMCS *Carleton* the Ottawa naval division and wound up in a dead heat.

Carleton topped the airmen with plastic dinghies but in a wooden dinghy race went down to defeat. Another race will be held to break the tie.

CPO Howard Oliver, one of the RCN's top marksmen, is shown with Hon. George R. Pearkes, Minister of National Defence, in Ottawa. CPO Oliver is the lone representative of the Royal Canadian Navy at the famed Bisley Meet in England. This is his second time in the Bisley. He was in Ottawa, along with other Bisley contenders, for briefing before going overseas. (O-11956)

Duncan Sea Cadets Take Top Honours

Five Vancouver Island Sea Cadet Corps converged on *Naden* in early May for their annual sports day, competing in tug-o-war, tabloid of sports, boat-pulling and .22 rifle.

The *Admiral Mainguy* Corps from Duncan took top honours in most events, winning the general aggregate trophy, the whaler race trophy and the tug-o-war trophy. Victoria's *Rainbow* Corps took the .22 shoot 365 to 354.

Wrestler Fourth In Games Trials

AB Dave Thera of *Naden*, who holds the B.C. welterweight wrestling championship, placed fourth in his division in the Canadian wrestling championships and Pan-American Games trials in Toronto.

The Navy's team tied for third place in team competition, while the best other individual performance for the Navy entry was by Ken McKay, who finished fifth in the middleweight division.

Earlier Thera, holding the B.C. junior middleweight crown, defeated Bob Sales and Hans Krupp, both of Quesnel, B.C., to take the B.C. senior welterweight title in Vancouver. He was a member of the RCN senior wrestling team.

The Navy wrestlers have been training under the skilful guidance of CPOs Jim Goodman and Don McCulloch at *Naden*.

Team Hits Stride After Slow Start

The Pacific Command representative softball team suffered defeats in their first three games. It lost to Halfway House 11-7, and two close games to Duncan, 3-0 and 3-1.

It redeemed itself in an exhibition game by defeating visiting USS *Catamount* 13-2.

Cornwallis Wins Home Golf Tilt

Cornwallis golfers topped RCAF Greenwood in the "home" section of a "home and away" tournament at the Digby Pines Golf Club, Digby, N.S.

The 16 sailors combined their talents for a total of only 1,192 strokes against the airmen's 1,203 over the 18 holes.

The "away" section will be played later.

Records Fall At Field Meet

Early in May the record book at HMCS *Naden* was rewritten as a result of the annual inter-part track and field meet. Eight new records were made and a time was established for an event not previously listed. Of these the Technical Apprentices "A" team accounted for six.

AB Eagles lowered the 440-yard run by 3 seconds and set a new time of 56 seconds. AB Parsons chopped 4/10 seconds off the 220-yard dash, setting the record at 24.4 seconds. Ord. Sea. Price made the 880-yard run in 2 minutes, 16.4 seconds to better the old time by 5.9 seconds. Ord. Sea. Wonnenberg lowered the mile run by 27.4 seconds with a new time of 4 minutes 57.6 seconds.

The 440-yard relay was made in 48.2 seconds, skimming 1.8 seconds off the old time. Ord. Sea. Beckett stretched

the broad jump from 16 feet, 9 inches, to 17 feet, 11¼ inches. Ord. Sea. Bell stretched the discus throw from 97 feet, 7 inches, to 113 feet, ¼ inch, and Ldg. Sea. Little threw the javelin 140 feet, 2½ inches, to better the distance of 139 feet, 4 inches.

The Medical, RCNH, Band and School of Music Team won the new event, Mile Relay, run in 4 x 440 yards, setting the time at 3 minutes, 56.6 seconds.

Sports Award for Lt. Andy Nicol

A committee appointed by the Commodore, RCN Barracks, Esquimalt, has chosen Lt. (S) A. J. "Andy" Nicol as the 1958 winner of the Lt.-Cdr. (P&RT) Charles McDonald Memorial Trophy.

From a list of nominees for this award, submitted from ships and establishments in the Pacific Command, Lt. Nicol was selected as the "one who has through his own achievements or efforts, contributed most to sports in the Pacific Command, throughout the year."

The committee based its selection on the following points: "During 1958, Lt. Nicol has been manager, coach and competitor in track and field, cross-country running, volleyball, basketball and softball. His untiring efforts in his ship, squadron and the Command have been an inspiration to his teams and he has constantly promoted the principles of good sportsmanship".

Lt. Nicol has twice competed in the Boston Marathon 26-mile cross-country race, not in the money, but far from being last.

His best "mile" was in the Canadian Championships Bi-Centennial in Hamilton, Ontario, where he was clocked at 4:32.

His enthusiasm for sports made him the natural choice for his secondary duties in the Fourth Canadian Escort Squadron, that of squadron sports officer.

This is the second time since the trophy was presented to the Command in 1949, that it has been awarded to the Supply Branch. In its first year it was presented to Stores PO E. H. (Eddie) Haddad for his contribution to Canada and the Royal Canadian Navy in the field of boxing.

This year, for the first time, an honourable mention has been made in the conjunction with the selection for a winner of this trophy.

Nominated was CPO J. H. Strachan for his contribution to sports in the Pacific Command. In addition to being an active participant and enjoying the game, he is a patient and considerate mentor of the young man. His encouragement and leadership to the members of his branch was obvious to all.

HMCS Gatineau, close escort for HMY Britannia, is followed in line by destroyer escorts and frigates of the Atlantic Command, en route from Basque Road, near the mouth of the Saguenay River, to Quebec City. The Gatineau wore the flag of Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast. (O-12028)

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.

ADAMS, John B. LSTD2
ADAMSON, Larry W. LSQR1
ANDERSON, Ronald G. LSEM1
ANDRESEN, Jimmy W. LSCV1
ASHTON, Malcolm D. LSTD2

BABCOCK, Lawrence J. P2RT3
BAIN, James F. LSCV1
BARNES, Charles P. LSCV1
BARNES, Donald L. P2ER3
BARR, Fenwick LSTD1
BARTLETT, Eugene A. P1EM4
BARTON, Alfred M. LSTD1
BEA, Charles D. LSEM1
BELL, Albert B. C2CR3
BIELBY, Allan P. LSCS2
BISHOP, Colin W. P1EG4
BLIGHT, James A. C2CR3
BOON, Richard E. LSLR2
BORSA, Jack G. LSCR1
BOYD, Bradley G. LSRA3
BRESNAHAN, Gordon C. LSRC2
BROWN, Bruce D. P2EF3
BRUCE, Donald C. P1EF4
BURKE, John D. LSRP1
BUTTLE, Wayne C. LSCR1
BUTTON, Frederick J. LSTD2

CAMPBELL, James A. LSCV1
CAMPBELL, James LSLR1
CARR, Malcolm H. LSTD1
CATCHPOLE, Eric A. P2ER3
CAUTHERS, William M. LSTD2
CHAPMAN, John M. LSRC1
CHRISTIE, Alan E. P2ER3
CHRISTIE, James B. LSCR1
CIPRYK, Arthur J. LSCR1
CORBIN, Jules G. C2CV3
CRABBE, Maurice A. LSCS2
CRAWSHAW, Kenneth D. P1RA4
CRIPPS, John M. LSCV1
CUMMINGS, Desmond B. LSTD1

DALL, Wallace I. LSTD1
DALTON, Earl D. P1SH4
DALY, Patrick B. LSRT2
DALZELL, Eric T. P1RA4
DAN, Danny LSRA2
DAVIDSON, Robert G. LSCR1
DEIGHTON, Keith H. LSCV1
DESIATNYK, Walter LSEF3
DIX, Kenneth J. LSCR1
DUGGAN, William F. P2EF3

ELLIOTT, William J. P1ER4
ELLIS, Marler R. LSCV1
ELWGREN, Gerald J. P2ER3
EVERETS, Roy S. LSCV1

FABI, George M. LSCR1
FARR, Edwari A. LSCR1
FAST, Frank V. LSEF2
FINDLAY, Donald LSQM1
FLORCHYK, Stanley J. LSEM2
FLYNN, Robert G. LSQM2
FUHR, Sidney R. LSTD1
FURZECOTT, William J. P2CR2

GAGNON, Alfred G. LSCV1
GALE, Ernest E. LSCR1
GAMMON, John H. LSTD1
GAUDREAU, Marcel J. LSRT2
GILMOUR, David L. LSCV1
GIRVAN, Lorne F. LSCR1
GOODMAN, Jerrold P. LSEM1
GORONUK, William A. P1CV3
GOULARD, Raymond J. LSRP1
GRAHAM, Joseph LSCV1
GRAY, William H. LSCV1
GREENWAY, Kenneth T. LSCS2
GRIFFIN, Lawrence R. P2RT3
GUATTA, Adolph A. LSEA2

HAHN, John E. LSRT2
HANSEN, John C. P2ER3
HARPER, Everett W. LSTD1
HARRIS. Fred H. LSEM1
HARRIS, Kenneth H. P1RT4
HARTLEY, Allen W. LSCS2
HENDERSON, Archie S. LSEM1
HERRON, Robert C. P1EM4
HEWGILL, Bruce E. P1RT4
HILL, Clarence W. P1EM4
HILL, Raymond E. LSEM1
HOLDSWORTH, John LSCV1
HOLMES, Robert G. LSEM1
HONEYBORNE, Alan L. P2EF3
HOWE, Roger K. P2ER3
HYNES, Kevin F. LSQR2

IRWIN, Patten K. LSEM1

JANES, William P. LSCR1
JEFFREY, Charles H. P1RT4
JOHNSON, Herbert B. LSRC2
JOHNSTON, Harris G. LSCR1
JONES, Walter R. C2EM4
JORGENSEN, Eric M. P1ER4

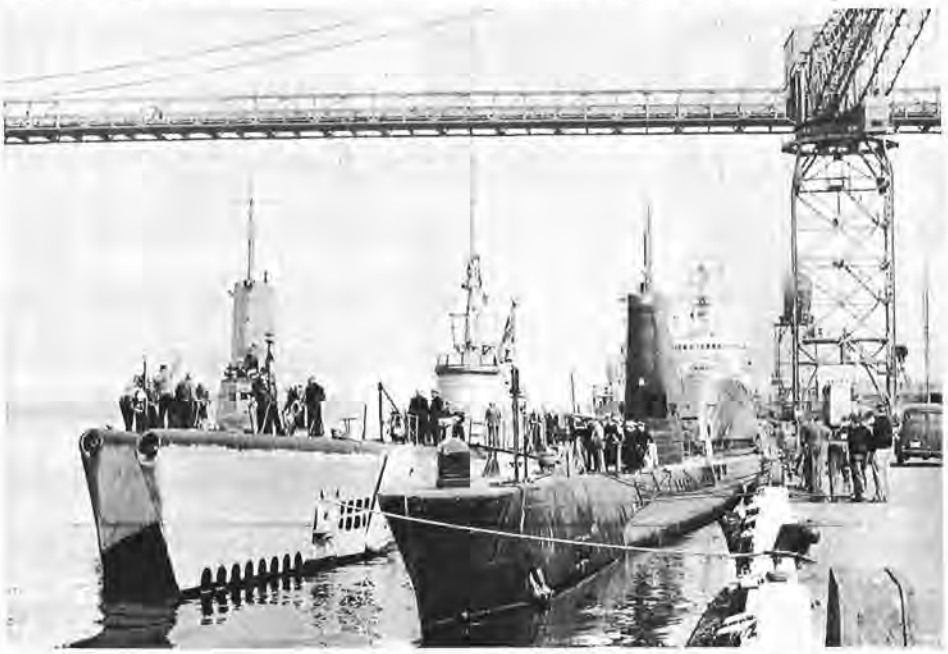
KELLY, Bobby T. LSRA2
KERR, Patrick F. LSCR1
KIRKLAND, John A. P1RT4

LANCTOT, Michael Y. LSTD1
LANG, Frank A. LSLR2
LaPLANTE, Robert A. LSRA2
LATAILLE, Rejean J. P2RT3
LAVALLEY, Donald J. LSRP2
LEBLANC, Robert J. LSQM2
LING, Joseph B. LSCR1

MAJALAHTI, Laure E. LSEM1
MARLOW, William L. LSCR1
MacDONALD, Dean A. LSEM1
McBURNEY, Richard C. C2CS4
McCALLUM, Roy E. LSEF2
McCLELLAND, Robert C. LSCV1
McCULLEY, Jack S. LSCR1
McKAY, Harry LSNS2
McKINNON, Charles G. LSED2
McLACHLAN, Earl S. LSTD1
McNAUGHTON, George W. P2RD3
McRITCHIE, William D. P2ER3
MENTER, George R. LSEM1
MICHAELIS, Robert R. LSCV1
MILLER, Barry A. LSCR1
MILLMAN, Hugh A. P1SH3
MITCHELL, Alden F. P2CR2
MOORE, John G. LSCV1
MORAN, Walter C. P1CV3
MORSE, John H. LSCR1
MORTLEY, Kenneth A. LSRT2
MUISE, Leslie J. LSCV1
MURPHY, James L. LSCR1
MURPHY, Thomas J. P2EF3

NADEAU, Roger L. LSCS2
NEGRICH, Raymond M. P2CV2

O'NEILL, David D. LSRP1
O'VERY, Herbert W. P1EF4



Four U.S. Navy submarines and an escort vessel visited Halifax over the long week-end in May. Above, berthing on the British submarine Ambush at Jetty 5 are the USS Sarda and, outboard, USS Sablefish. The other American subs calling were the USS Grouper and Corsair. (HS-57452)

PENNINGTON, Jack E. P1ED4
PEPPER, Owen L. LSEM1
PETRIC, Ivan LSEF2
PETRIC, Owen L. LSEM1
PICHE, Robert C. LSEM1
PIDGEON, Robert A. LSCV1
PORTER, Gordon F. LSRP1

REYNOLDS, George W. LSLR1
RICHARD, Joseph V. LSCV1
RICHARDSON, Clement P2CV2
ROBSON, John D. LSTD1
ROBSON, Walter J. LSRA2
ROCKWELL, James R. P2ER3
RODGER, Robert P2EM2
ROUSSEAU, Andre J. LSEM1
RUSSELL, Allan G. LSEM1
RYE, Michael E. LSTD2

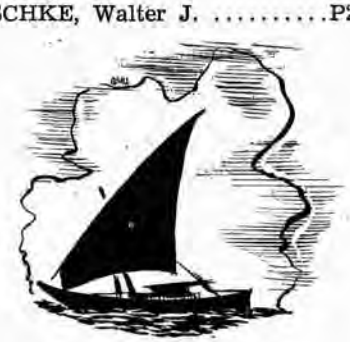
SCHULTE, Robert F. LSRT2
SCOTT, Edward A. LSEM1
SCOTT, Thomas W. LSTD1
SHANKLAND, Leigh N. LSCR1
SHEA, Kevin J. P2TD3
SIMARD, Andre J. LSRP1
SINDERLEY, Peter P. P2ED3
SLAGHT, Robert A. LSRA2
SLOAN, Thomas J. LSPR2
SMALL, Walter D. LSEM1
SMITH, Alan E. LSCR1
SMITH, James R. LSCS2
SMITH, Philip H. P1ER4
SOPER, James E. LSCV1
STAFFORD, Grant LSCV1
STEINHAUER, Richard J. LSCR1
STENSON, Allan E. P2ER3
STEVENS, John W. LSCV1
STEVENSON, James LSEM1
STOKER, Gary J. LSCS2
ST. JOHN, Bernard J. P1CV3
SUCKLING, Donald A. LSMO1
SWITZER, Richard G. LSNS2

THOMSON, Henry D. P2ER3
THORNDYKE, Robert L. LSCV1
TOPPING, Donald E. LSRP2
TRUDEAU, Alexander J. P2EM2

VAIR, Ronald J. LSCR1

WEBB, Leonard J. LSCR1
WELLBAND, Harry J. LSED2
WELLER, Chester T. LSCR1
WELLER, Wayne A. LSQM1
WERNER, Kenneth R. LSCV1
WHEELER, Roy D. C2CV3
WILSON, James S. LSCR1
WOODCOCK, Norman C. P2ER3
WRIGHT, Bruce L. LSCS2
WRIGHT, Charles F. C1RT4
WRIGHT, Kenneth A. LSCR1

ZOSCHKE, Walter J. P2EF3



Canadian, American and British submariners compare notes on the arrival in Halifax of four U.S. Navy Submarines over the May long week-end. Left to right are PO George T. Webb, RCN, serving in HMS Ambush; John J. Keeney, USN, serving in USS Sarda, and AB Terence H. Wyss, RN, from the spare crew of the Sixth Submarine Squadron in Halifax. (HS-57451)

RETIREMENTS

CPO WELLINGTON ROBERT PRINGLE, 38, C2V14, of Kerrobert, Sask., joined June 6, 1948, served in *Naden, Ottawa, Kelowna, New Westminster, Stadacona, St. Hyacinthe, Rosthern, Avalon, Waskesiu, Shediac, Hespeler, Leaside, Givenchy, Ontario, Aldergrove, Cornwallis, Cayuga, Niobe, Sioux;* awarded CD; retired June 5, 1959.

CPO JAMES RICHARD HENRY ROSS, 40, CIGI4 of West Thurrock, Essex, Eng., joined April 4, 1938; served in *Naden, Restigouche, Stadacona, Prince Henry, Cornwallis, Niobe,* Londonderry Base Maintenance, *Saskatchewan, Cayuga, Rockcliffe, Ontario, Discovery;* awarded Long Service and Good Conduct Medal; retired June 4, 1959.

CPO RONALD THOMAS VINCENT, 42, CIST4, of London, Ontario; joined June 6, 1938, served in *Stadacona, Saguenay, Skeena, Niobe,* HMS *Sheffield, Uganda, Peregrine, Bytown, Cornwallis, Shelburne, St. Pierre, Sioux, Warrior, Magnificent, Shearwater, Naden, St. Laurent;* awarded Long Service and Good Conduct Medal; retired June 5, 1959.

CPO ERNEST RICHARD GEORGE COOK, 41, CIER4, of Esson, England; joined May 10, 1937; served in *Stadacona, St. Laurent, Skeena, Assiniboine, Niobe, Rimouski, Naden, Nonsuch, Qu'Appelle, Micmac, Scotian, Warrior,* CANAS Dartmouth, *Trinity, Chignecto;* awarded Long Service and Good Conduct Medal; retired June 21, 1959.

CPO RICHARD GEORGE MARSH, 38, C2G14, of Victoria, B.C.; joined June 6, 1938; served in *Naden, Ottawa, Stadacona, Morden, Avalon, LaMalbaie, Protector, Gatineau, Cornwallis, Hallowell, New Glasgow, Griffon, Athabaskan, Cayuga, Niobe,* HMS *Excellent, Crusader, Sussexvale;* awarded Long Service and Good Conduct Medal; retired June 5, 1959.

CPO DOUGLAS THOMAS LANDIS LAURIE, 40, C1EM3, of Blain, Sask., joined June 8, 1938; served in *Naden, Restigouche, Stadacona, Niobe, Athabaskan, Bytown, Peregrine, Grou, Ontario, Rockcliffe, Magnificent;* awarded CD; retired June 7, 1959.

CPO FRANK GALLEY, 50, C1ER4, of Leeds, England; joined RCNR Oct. 30, 1932; served in *Naden, Skeena, Armentieres, Ottawa, Comox, Alberni, Trail;* promoted to A/Warrant Engineer, RCNR, Sept. 30, 1943, served in *Trail, Stadacona, Calgary, Sussexvale, New Liskeard, Discovery;* demobilized Jan. 19, 1945; joined RCN March 11, 1949; served in *Discovery, Naden, Stadacona, Ontario, Bytown, New Glasgow;* awarded Long Service and Good Conduct Medal (RCN(R)); retired May 16, 1959.

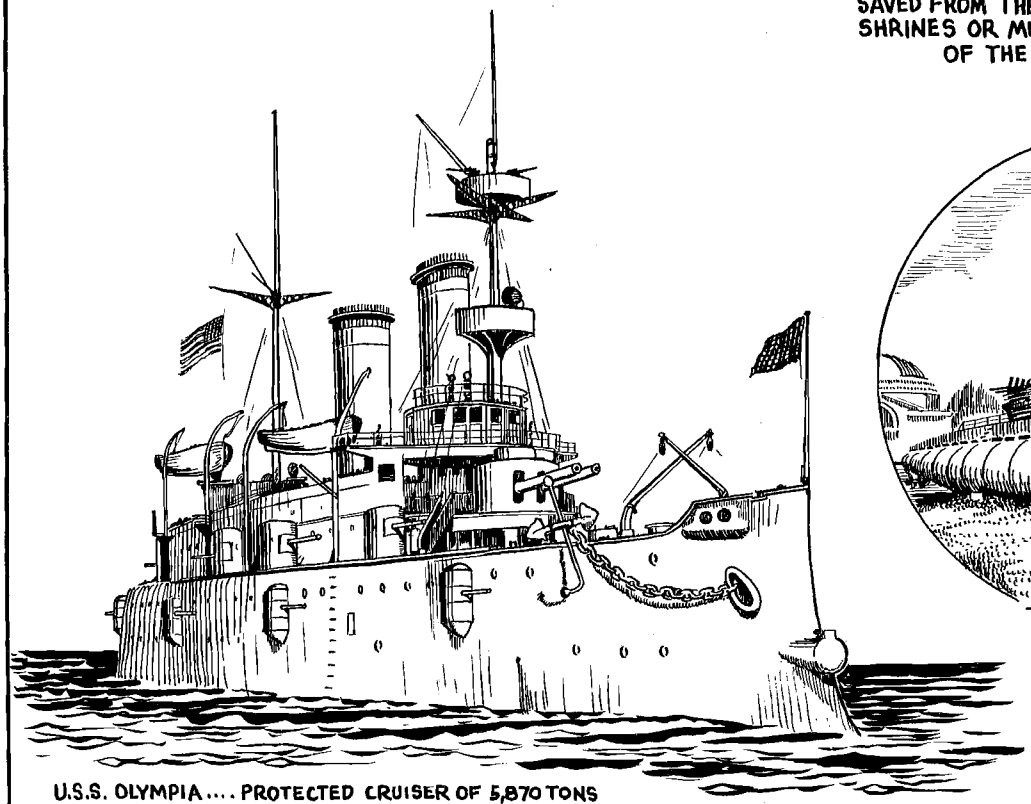
CPO WILLIAM ROBERT CRYSTAL, 40, C1EM4, of Toronto, Ontario; joined July 12, 1937; served in *Naden, Skeena, St. Laurent,* Ottawa Division, HMS *Dominion, Columbia, Givenchy, Ontario, Prince David, Niobe, Peregrine, Warrior, Rockcliffe, Beacon Hill, Cayuga, Ontario;* awarded CD; retired April 10, 1959.

CPO GERALD WILLIAM PINARD, 42, C1CS4, of Ottawa, Ont.; served in RCNVR Oct. 30, 1934 to May 9, 1937; joined RCN May 10, 1937; served in *Stadacona,* HMS *Victoria I,* Ottawa WT Station, *Skeena, St. Hyacinthe, Bytown, Peregrine, Truro, Malpeque, Naden, Uganda, Middlesex, Sans Peur, Scotian, Iroquois, Haida, Warrior* and radio stations at Albro Lake, Gloucester, Coverdale and Massett; awarded CD May 10, 1949, 1st clasp March 26, 1959; retired May 9, 1959.

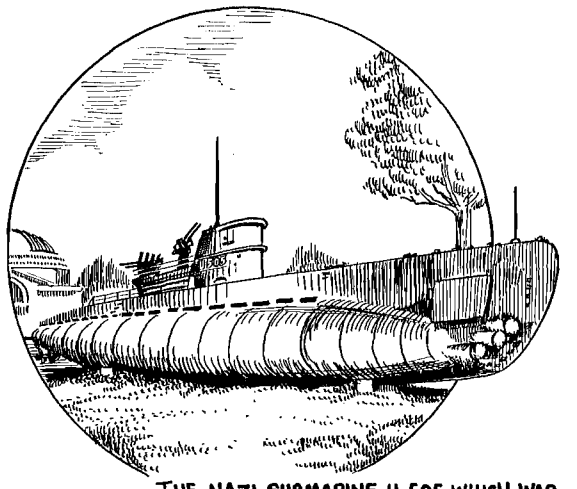
Naval Lore Corner

Number 73
Warships in Retirement

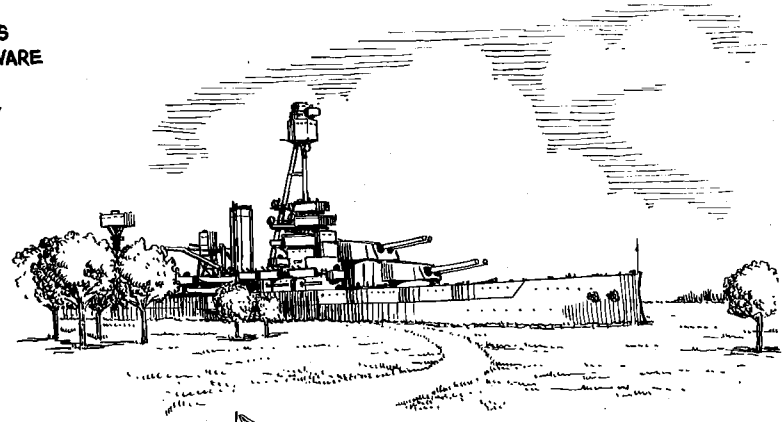
A FEW OLD AND FAMOUS WARSHIPS HAVE BEEN SAVED FROM THE WRECKERS TO BECOME NATIONAL SHRINES OR MUSEUM PIECES. HERE ARE SOME OF THE MOST FAMOUS:



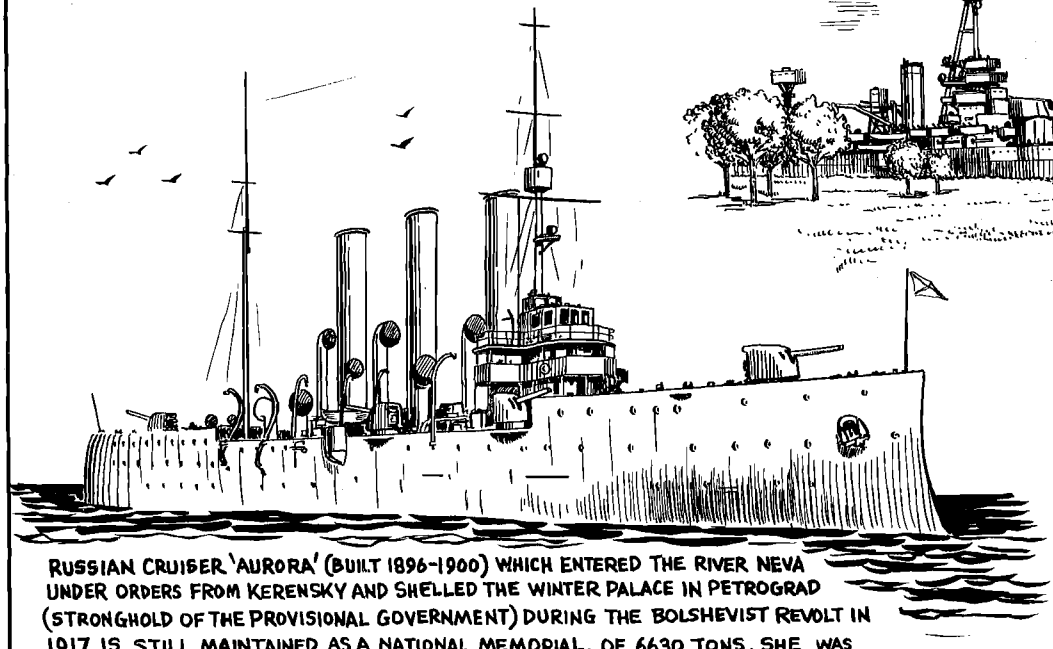
U.S.S. OLYMPIA.... PROTECTED CRUISER OF 5,870 TONS WHICH BECAME FAMOUS AS ADMIRAL DEWEY'S FLAGSHIP AT THE BATTLE OF KAVITE DURING THE SPANISH-AMERICAN WAR IS NOW A PERMANENT MEMORIAL AND NAVAL MUSEUM ON THE DELAWARE RIVER IN PHILADELPHIA. BUILT IN SAN FRANCISCO IN 1891-5 SHE WAS ARMED WITH FOUR 8-INCH AND TEN 5-INCH GUNS. SPEED WAS 18-21 KNOTS.



THE NAZI SUBMARINE U-505, WHICH WAS CAPTURED BY THE U.S.S. GUADALCANAL IN WORLD WAR II HAS BEEN PRESERVED OUTSIDE THE MUSEUM OF SCIENCE AND INDUSTRY IN CHICAGO AS A MAJOR EXHIBIT OF THAT MUSEUM.



THE 27,000 TON U.S. BATTLESHIP 'TEXAS' BUILT IN 1912 SERVED IN BOTH WARS. SHE BELONGED TO THE 6TH. BATTLE SQUADRON OF THE BRITISH GRAND FLEET IN 1918. IN 1948, THROUGH PUBLIC CONTRIBUTIONS, THE 'BATTLESHIP TEXAS' COMMISSION DREDGED A CHANNEL INTO SAN JACINTO BATTLEFIELD NEAR HOUSTON, TEXAS. THE NAVY GAVE THE SHIP TO THE STATE OF TEXAS AND TOWED HER FROM NORFOLK. SHE WAS COMMISSIONED "FLAGSHIP OF THE TEXAS NAVY" AND PRESERVED IN THE BATTLEFIELD AS A MEMORIAL...



RUSSIAN CRUISER 'AURORA' (BUILT 1896-1900) WHICH ENTERED THE RIVER NEVA UNDER ORDERS FROM KERENSKY AND SHELLED THE WINTER PALACE IN PETROGRAD (STRONGHOLD OF THE PROVISIONAL GOVERNMENT) DURING THE BOLSHEVIST REVOLT IN 1917 IS STILL MAINTAINED AS A NATIONAL MEMORIAL. OF 6630 TONS, SHE WAS ARMED WITH EIGHT 6-INCH GUNS.

J.M. THORNTON

11,000—7-59
N.P. 575-1674

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