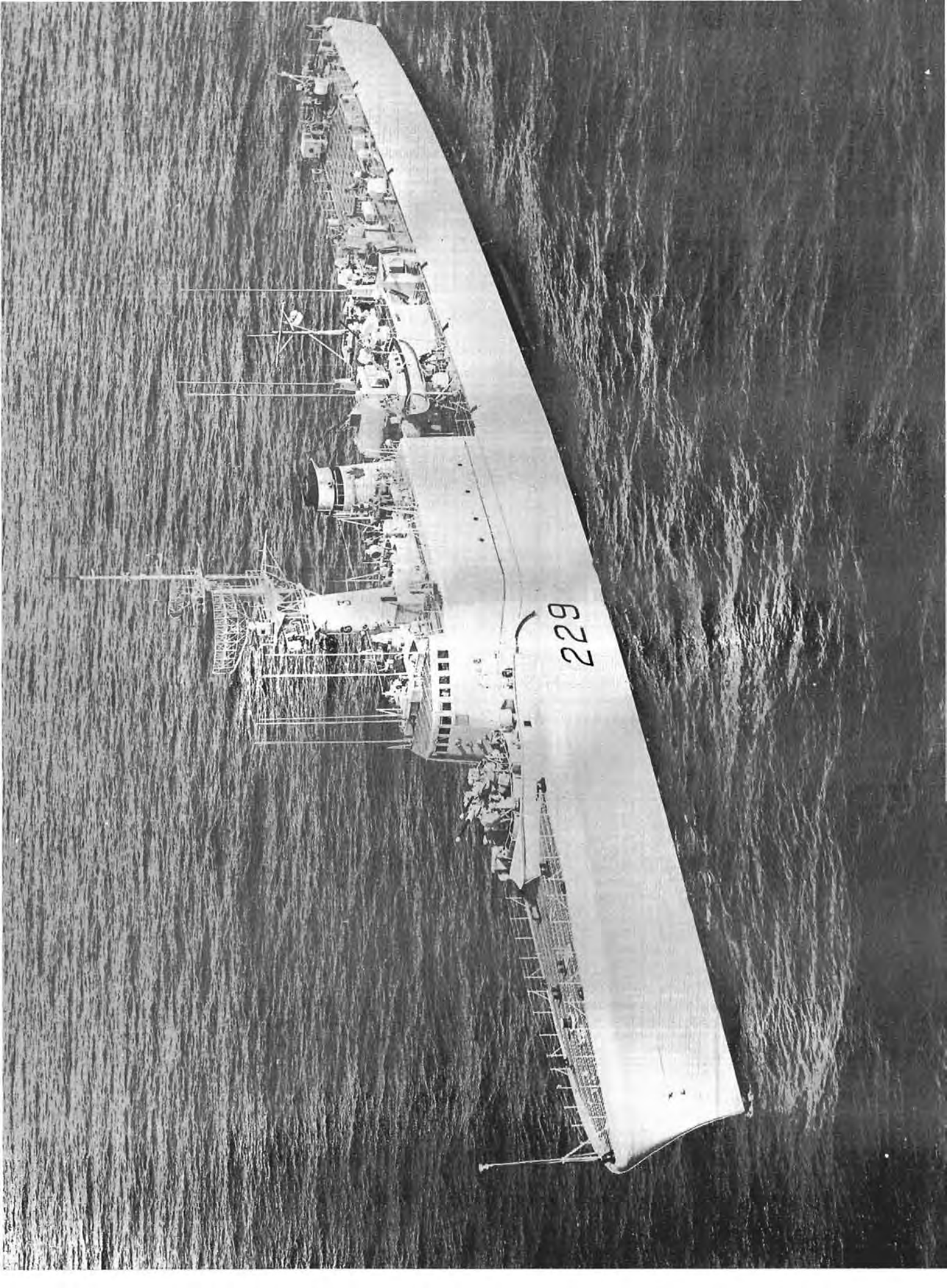


The **CROW'S NEST**



Vol. 9, No. 8

June, 1957



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The CROWSNEST

Vol. 9 No. 8

THE ROYAL CANADIAN NAVY'S MAGAZINE

JUNE, 1957

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The Cover—Apologies are certainly due to Ldg. Sea. William G. Monteith if the publication of this picture dooms him forever to darning his own socks. Pictures of sailors plying the sailmaker's trade, however, are far between. Here Ldg. Sea. Monteith is fashioning a canvas cover for the quartermaster's desk in HMCS *Crusader* which served as flagship for Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, during Caribbean exercises this spring. (S-205)

LADY OF THE MONTH

A word from a correspondent, noting that one of Canada's splendid new destroyer escorts had yet to receive adequate pictorial treatment in the pages of *The Crowsnest* was enough to send the editor scurrying to the photographic files of the Directorate of Naval Information. What he found appears on the opposite page and it is to be hoped it does justice to a warship that proudly bears both the name of a mighty river and the capital city of Canada. (Can anyone see an Irish pennant?)

This month, June 1957, she was one of two ships who represented the Royal Canadian Navy at the superlative naval review at Hampton Roads in honour of the first English settlement in North America at Jamestown, Virginia. Her companion (which may be ignored for the moment) was HMCS *Assiniboine*. It was the 350th anniversary of the founding of the colony which gave rise to the romantic story of Captain John Smith and the Indian princess, Pocahontas.

The foregoing is all beside the main point, which is that the *Ottawa* is a fine ship, with a fine tradition, doing her share as a member of the Royal Canadian Navy's modern fleet. (DNS-17257-88)

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

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RCN NEWS REVIEW

June—the month of roses, blushing brides and, this year, the commissioning of HMCS Fraser. (E-40522)

Chippawa Sole Holder of Trophy

Not the kind of naval division to be satisfied with doing things by halves, HMCS *Chippawa*, Winnipeg, has captured the Naval Divisions Efficiency Trophy all for itself. Last year *Chippawa* shared the award with *York*, the Toronto naval division.

The Efficiency Trophy is awarded on the basis of points awarded during the annual inspection of the divisions by Rear-Admiral K. F. Adams, Flag Officer Naval Divisions, and his staff.

This year's runner-up for the trophy was *Malahat*, the Victoria naval division.

"The commanding officers, officers and men of these divisions are congratulated on their achievements," Admiral Adams said in the message announcing the award.

The trophy is a mounted sterling silver model of the first of Canada's new destroyer escorts, HMCS *St. Laurent*, presented by Vice-Admiral H. T. W. Grant, former Chief of the Naval Staff and present head of the Royal Canadian Benevolent Fund.

Previous holders of the trophy have been *Prevost*, the London, Ontario, naval division, *Discovery* in Vancouver and, jointly, *York* and *Chippawa*.

Ships East and West Busily Employed

Mid-1957 finds ships of the Royal Canadian Navy at the peak of activity on both coasts, and inland waters.

The Navy's largest unit, HMCS *Bona-venture*, Canada's new aircraft carrier, arrived at Halifax June 27. The *Bona-venture* was commissioned at Belfast, Northern Ireland, on January 17 and underwent extensive sea and flying trials in preparation for her first operational duties.

HMCS *Magnificent* paid off to the Royal Navy at Devonport, England, on June 14 after more than nine years of service with the Royal Canadian Navy.

Late in June, HMCS *Labrador*, Arctic patrol vessel, once more sailed for the far north to carry out oceanographic

and hydrographic studies and assist the annual DEW Line supply mission.

Among the other fleet units, three ships of the First Canadian Escort Squadron—the destroyer escort *Micmac*, *Iroquois* and *Huron*—and the *Saguenay* of the Third Canadian Escort Squadron, were cruising in the Gulf and St. Lawrence River area, visiting ports in the Maritimes and Quebec.

Two other ships of the Third Escort Squadron, the new destroyer escorts *Ottawa* and *Assiniboine*, were at Hampton Roads, Virginia, to participate in the United States Navy Fleet Review, first to be held in 50 years.

Three frigates of the Seventh Canadian Escort Squadron, the *Fort Erie*, *Lanark* and *Lauzon*, returned in mid-June from the first of three University Naval Training Division cruises to the United Kingdom and Europe, while another of the squadron's ships, the *Outremont*, visited Sea Cadet Corps in Newfoundland.

On the West Coast, the cruiser *Ontario* and the destroyer escorts *Athabaskan*, *Cayuga* and *Skeena* of the Second Canadian Escort Squadron, had sailed on an extended cruise to West Coast ports of North America and to Hawaii.

The destroyer escort *Sioux* was carrying out post-refit trials before sailing for the East Coast early in July to become part of the Atlantic Fleet.

Three frigates of the Fourth Canadian Escort Squadron, the *Sussexvale*, *St. Therese* and *New Glasgow*, had been visiting Pearl Harbour and Hilo, Hawaii, and San Francisco. Later they

Shore Support Boon to "Maggie"

The following is an extract from a letter received by the Commodore, RCN Barracks, from the Captain, HMCS *Magnificent*:

"What I want to do is to express on a personal level my very sincere thanks for the support which the 'Old Lady' has had from the Barracks, and from the Flag, during the last few months of her career. It has been a great privilege to be on the receiving end of so much hard work and unselfish efforts as had been put into the logistic support of this ship by yourself and those under your command during the time I have been aboard.

"*Maggie* seems to have hogged the publicity, and as is always the case, those who actually comprise the operational crew reap the kudos, but it is the excellent base support which we have received which has really enabled our efforts to be successful if indeed they have been so judged."

were to carry out training cruises to Vancouver Island points and to Mexico and California. Meanwhile, the frigate *Jonquiere* was visiting ports in British Columbia.

The coastal minesweepers *Fortune* and *James Bay*, of the Second Canadian Minesweeping Squadron, had been carrying out minesweeping exercises and calling at Vancouver Island points and nearby American ports, after which they sailed for Long Beach, California, for joint minesweeping exercises with the United States Navy.

On the Great Lakes, three Algerine coastal escorts of the Eleventh Canadian Escort Squadron, the *Portage*, *Wallaceburg* and *Sault Ste. Marie*, began the summer training program for officers and men of the RCN (Reserve) from naval divisions across Canada.

"Maggie" Returns To Royal Navy

HMCS *Magnificent* was officially returned to the Royal Navy at Devonport, England, on June 14 after nine years of service with the Royal Canadian Navy.

The *Magnificent* was laid down by Harland and Wolff at Belfast, Northern Ireland, on July 29, 1943, and launched on November 16, 1944. Loaned to the RCN, she was commissioned on April 7, 1948, and sailed for Canada May 25, 1948, arriving in Halifax on June 1.

Her last duties for the RCN were the transport of troops and equipment for the United Nations Emergency Force in Egypt and the return to Canada over more than 50 Sabre jet aircraft of the Royal Canadian Air Force being brought back from European service.

The *Magnificent* sailed on her final voyage to the United Kingdom on April 10.

Late Admiral Byrd Served in Canada

Rear-Admiral Richard E. Byrd, Jr., USN (Ret'd), died on March 11, 1957, at his home in Boston, Mass. He was 68. Burial was at the Arlington National Cemetery with full military honours.

Rear-Admiral Byrd's name was a byword whenever the subject of Arctic or Antarctic exploration was mentioned and he probably knew more about both areas than any other man. He is credited with charting some two million square miles of the earth previously unseen by man; he was the first man to fly over both the North and South Poles, and he became one of the foremost of the world's explorers, heading two Arctic and five Antarctic expedi-



The top graduate in the recent supply officers' technical course at HMCS Hochelaga was Sub-Lt. (S) J. F. Cowie, who is shown receiving his graduation certificate from Commodore (S) R. A. Wright, Naval Comptroller. Looking on is Cdr. (S) Hugh McGregor, executive officer of Hochelaga. (ML-5605)

tions. He invented several aerial navigation instruments and was the author of a number of books based on his expeditions to the polar regions.

In 1955 he was honoured by President Eisenhower when he was named officer-in-charge of the U.S. Antarctic Program and he made his last voyage to Antarctica in 1955-1956 in this capacity, setting up plans for U.S. participation in the International Geophysical Year in that region and paving the way for the possibility of American claim to at least a third of the Antarctic.

However, there is more to Rear-Admiral Byrd's story. During the First World War he trained as a flyer and later served as the commanding officer of the United States Naval Air Station at Eastern Passage, near Dartmouth, N.S., and the U.S. Naval Air Contingents in Canada. On this site now stands HMCS *Shearwater*, the RCN Air Station.

Rear-Admiral Byrd was born in Winchester, Virginia, and attended Shenandoah Military Academy, the Virginia Military Institute and the University of Virginia before he entered the U.S. Naval Academy from which he graduated in 1912. He was retired from active duty in the U.S. Navy in 1916 for two leg injuries, one sustained while a midshipman and the other aboard a battleship. When the United States entered the First World War he re-entered the navy and served un-

til 1925 when he again retired. He was promoted to the permanent rank of rear admiral by Congressional action.

Admiral Byrd was a holder of the Congressional Medal of Honour and the Distinguished Service Cross, among others, and was also the recipient of the National Geographic Society's highest award, the Hubbard's Medal and the Society's Special Medal of Honour.

Admiral Byrd was known personally by many in the Royal Canadian Navy and by reputation to most Canadians.

Electrician Joins Turtle Club

Commodore (E) J. B. Caldwell, Commodore Superintendent, HMC Dockyard, Esquimalt, has presented a certificate of membership in the Turtle Club to Alfred C. Latter, an electrician in the dockyard whose life was saved by wearing a safety helmet.

In January, 1955, Mr. Latter was leading hand of a line crew which was dismantling a sub-station in the yard. A wooden cross-arm, weighing approximately 100 pounds, fell about 14 feet, breaking the helmet he was wearing. He sustained minor injuries only.

C. L. Madill, assistant manager, Electrical Engineering (Ships) said that if he had not been wearing the hat he would not be alive today. Mr. Latter, who served overseas in the First World War, started work in HMC Dockyard in 1945.

3000 VETERANS INVADE WOODSTOCK

Annual Reunion Repeats Success of Previous Years



Rear-Admiral W. W. Porteous, Chief of Naval Technical Services, representing the Chief of Naval Staff at the Woodstock Naval Veterans' Reunion, inspects a guard of honour from Toronto's HMCS York during ceremonies in front of the Woodstock City Hall which officially opened the annual get-together. (O-9494)



Off-duty time meant informality and a chance to smile for the photographer for these Wrens of HMCS York who were at the reunion to assist at the registration desk. From left: Wrens Eleanor Hargrave, Patricia Luckman, Mary Timothy, Joan Fraser and Denise Kindree. (O-9490)

AN ESTIMATED 3,000 naval veterans and their wives streamed into the beautiful little city of Woodstock, Ont., over the weekend of May 18-19 to make the third annual Naval Veterans' Reunion something to remember.

Most of the delegates had attended the two earlier get-togethers—Peterborough in 1955, and Oshawa last year. Already they are looking forward to the fourth reunion, planned for Belleville next May.

There were a few formal functions, but for the most part it was a down-to-earth affair, with robust recollections of wartime days by men who at one time were bound together in a common cause.

A parade by the band and guard of Toronto's naval division HMCS York opened the reunion program on the morning of May 18 and in a brief ceremony in front of the Woodstock City Hall an official welcome was extended by Mayor Charles Tatham.

Rear-Admiral (E) W. W. Porteous, Chief of Naval Technical Services, headed the list of official RCN representatives, and declared the reunion officially open.

In his address Admiral Porteous recalled the splendid way in which the citizens of Woodstock had "adopted" a Second World War corvette bearing the city's name. He mentioned the large number of Woodstock men who had served with the Navy during the war.

"We in the Navy regard these links with communities far from the sea as of serious importance. It shows that our people are aware of the continuing necessity for naval defence—which has never been greater in peacetime than it is today," the Admiral remarked.

The annual meeting of the Canadian Naval Association was held on May 18, in conjunction with the reunion, with delegates attending from Peterborough, Oshawa, Woodstock, Brantford, Toronto, Hamilton, Belleville and Port Hope. The resignation of W. O. Barr as president was announced and Commodore G. M. Hibbard, RCN (Ret'd), of Port Hope, was elected to succeed him.

Formal functions included a civic luncheon, attended by official RCN representatives, executive members of the Oxford County Naval Veterans' Association (hosts of the reunion), and civic

officials. Approximately 1,500 persons attended the Saturday night reunion banquet, where main speakers were Commodore R. I. Hendy, RCN(R), senior naval officer Toronto area; and Captain (SB) William Strange, Director of Naval Information.

A sparkling stage show concluded the banquet portion of the program, and that night there was a naval ball in the city's community arena. Those who did not attend the ball were entertained at the Armoury.

In keeping with tradition at such reunions, Sunday, May 19, was devoted to memorial aspects of the occasion. Although the weatherman did not cooperate wholeheartedly, large numbers turned out for a morning church parade, and a subsequent wreath-laying ceremony at the city's cenotaph.

Large crowds attended a concert provided by the band of HMCS York and interest ran high at the city's Southside Park where a 42-foot model of Canada's new aircraft carrier HMCS Bonaventure was the feature of a naval exhibit.

Others among the official naval guest list included Capt. L. D. Stupart, RCN (R), Commanding Officer of York; Assistant Chaplain of the Fleet (P) I. R. Edwards, RCN; Commander L. P. McCormack, RCN, Deputy Chief of Staff to the Flag Officer Naval Divisions; Commander E. G. Gilbride, RCN(R), Com-



The Sunday portion of the weekend reunion was devoted to memorial services. Following a church parade, RCN personnel, veterans, a Canadian Legion contingent and members of the Woodstock Sea Cadet Corps attended a wreath-laying ceremony at the city's Cenotaph. Rear-Admiral W. W. Porteous is seen placing a wreath on behalf of the Royal Canadian Navy. (O-9499)

manding Officer of *Prevost*; Commander W. R. Inman, RCN(R), Commanding Officer of *Carleton*; Lt.-Cdr. Ross Shaver, of HMCS *Star*; Lt.-Cdr. G. J. Brighton, RCN, Area Recruiting Officer, *Prevost*; Lt.-Cdr. (SB) C. T. McNair, Staff Officer (Information) Flag

Officer Naval Divisions; Lt.-Cdr. P. J. Wilch, RCN(R), *York*.

Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, due to other commitments, was unable to attend the reunion.

To the approximately 3,000 delegates he sent the following message:

"I am happy to take this opportunity to extend warm greetings to all former naval personnel attending the reunion organized by the Oxford County Naval Veterans' Association which opens today. I would also like to express my thanks to the Mayor, the City Council and the citizens of Woodstock for the ready co-operation which has been extended . . . all of which has made the reunion possible.

"It had been my hope that I might once again be able to attend the reunion in person, as I have very pleasant memories of my visit to Oshawa last year and of meetings with old shipmates there. Unfortunately this has proved impossible, and I am therefore taking this means of expressing my continuing interest in the well-being of all naval veterans, and of the various naval clubs and associations which have sprung up in different parts of the country.

"It is my sincere wish that these local organizations will continue to grow and to flourish, and to maintain interest in naval activities."



Naval Photographer Norman Fitzmorris, of Hamilton, explains to one of Woodstock's younger citizens how a Banshee jet fighter lands on the flight deck of HMCS Bonaventure. A 42-foot model of the carrier was featured in a naval display held in conjunction with the veterans' reunion. (O-9489)

THEY DON'T SPEAK HIS LANGUAGE

THERE WAS only one thing wrong with the Woodstock Naval Veterans' Reunion for Fred Bates. As he put it: "No one around here speaks my language!"

The language that "Freddie" Bates spoke went back to 1899 when as a boy of 15 he commenced a colourful, world-travel seagoing career. At a spry 73 years, he was the grand old-timer of the veterans' get-together. There were young veterans there too . . . former navy men who served in the Korean conflict. They exchanged salty yarns with Fred Bates, and heard at first hand how different are the navies of today and yesteryear.

Born in Darlington, England, in 1884, Fred Bates started his sea-going career in the RN training ships *Caledonia* and *Minotaur*. His first "sea-going ship" was the three-stacker cruiser HMS *Kent*. Later he served in HM Ships *Vernon*, *Pegasus*, and *Torch*.

He spent almost a year in HMS *Pegasus*, with a portion of that time in the South Sea Islands.

"Those were the days when there was real romance in the islands!", the old-timer recalled with a twinkle in his eyes.

In that South Pacific region he met descendants of some of the mutineers of HMS *Bounty*.

Among Freddie's prized possessions is a medal (which he wore with justifiable pride throughout the reunion) showing he had served as a petty officer in Canada's early cruiser HMCS *Niobe*. He joined the *Niobe* on August 6, 1914, and spent two years with the cruiser. Later he was with a variety of patrol and minesweeping vessels operating out of East Coast ports.

Fred Bates was working in a torpedo maintenance shop at the time of the great Halifax explosion. There were 13 persons in the building at the time of the blast. Fred and two others managed to crawl out of the rubble. The remainder were dead.

In 1919 Fred went to Hamilton, and although he had left the naval service, his interest in it did not wane. He played leading roles in the organization of the RCNVR half-company in 1923 and that city's Sea Cadet Corps. In 1944 he moved to Woodstock, and has been a member of the Oxford County Naval Veterans' Association since its formation three years ago.



Yarns, based on naval memories that pre-date this century, can be spun by Fred Bates, of Woodstock, Ontario, who was the oldest veteran present at the Naval Veterans' Reunion in Woodstock. Mr. Bates joined the Royal Navy in 1899, served during the First World War in the Canadian cruiser *Niobe*, survived the Halifax explosion by sheer luck and helped to organize and train the Hamilton half-company of the RCNVR in 1923.



If the uniforms look as if they had been slept in, it is largely because they had — two nights in a colonist car. The picture is reproduced from a small, brown snapshot taken at Matepedia when the first members of the Hamilton Half Company of the RCNVR were on their way by train to Halifax for naval training in 1923—the year the RCNVR was founded. The photographer was Chief ERA Walter Love, who was lost during the sinking of the Tribal class destroyer *Athabaskan* in 1944. The picture is owned by CPO Harold Leitch, of the RCN Recruiting Office, Ottawa, who appears in the photo. Not all initials are available, but the names as recalled are (left to right): Seated—Robert Simpson, Pat Pattison, Rolland, Levy in front of "Buck" Taylor, "Scotty" Whitelaw, Fred Cooper, Jim Calvert and Penfold; standing—Walter Spears, John Martin, Langley, Depew, Ronald Chaplin, Harold Leitch and Andrew McLean. The wavy collar stripes, which were a feature of the early "VR" uniforms, are visible. Recently CPO Leitch met the original CPO instructor, Freddie Bates, in Woodstock.

TOBAGO TO GRENADA BY BOAT

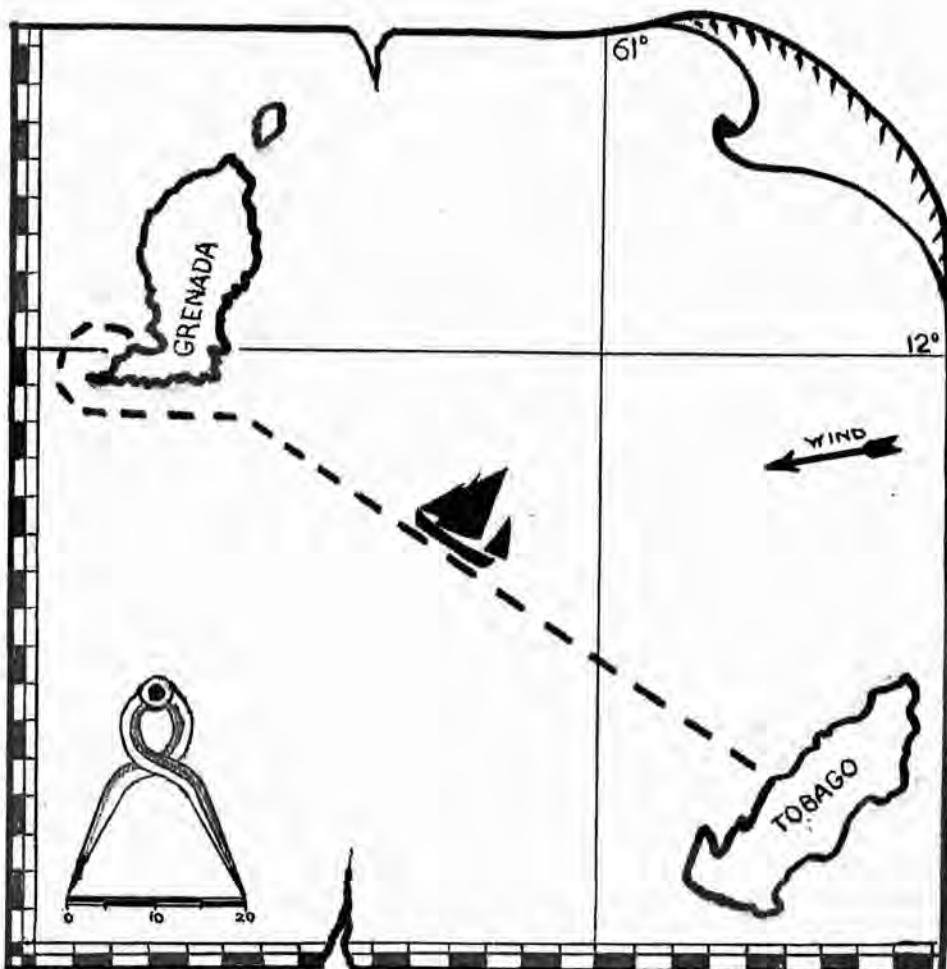
ON MARCH 28, HMCS *Micmac* rode at anchor in a gentle easterly swell in Great Courland Bay, near the southwestern tip of Tobago, British West Indies, one of the stops made during the 1957 Spring Cruise.

In the weeks before this pleasant halt in operations, a plan to sail from Tobago to Grenada had been suggested by several petty officers on board the *Micmac*. Finally the plan reached the Request Form stage and it was looked upon with great favour. Those wishing to take part were Petty Officers R. W. Moll, Leonard Rinder, Bruce Hewitt and F. G. McBride. They invited three officers to accompany them and it was agreed that Lt. T. S. Hayward, Cmd. Gnr. N. Bruce Pakenham and Mid. P. D. Crofton would accept.

Plans progressed from embryo state to a full scale operation. The necessary sailing gear and provisions were all arranged by the petty officers. Lt. Hayward, the *Micmac's* navigator, as Senior Officer Afloat (Whalers) was to be the most important crew member. He provided the navigational equipment and other information necessary. From our comparatively scant meteorological information, we found that at this particular time the northeast trade winds would be constant and quite moderate in our favour on the course we were to steer.

Final approval was given and, to the accompaniment of a few skeptical remarks and backhand "blessings", we slipped from the *Micmac* at 1140P on March 29 and shaped course for St. Georges, Grenada. On a course of approximately 325° (Magnetic) we made excellent time; the ship and land were soon hazy in the distance. Our speed was calculated as six knots. However some of us doubted it. An eight-foot swell and choppy seas kept the helmsman busy.

Late in the afternoon, still on the starboard tack, we settled down to a rather damp and cramped night. We were fortunate in having an astonishing assortment of food and refreshment on board, although to the non-seafaring the diet hardly would be appealing. For our first meal we indulged in tinned shrimp, massive sandwiches, beans, pineapple juice — a gourmet's



delight — but some of us were to suffer from slight "mal de mer" later in the evening!

Sunset and dark came with tropical suddenness at 1845. The wind remained steady and we were soon engulfed by the solitude of the night. About 1930 someone in the fore sheets suddenly reported a steady white light on our starboard bow; conversation recommenced and the lonely feeling was dispelled.

The light turned out to be from a fairly large ship, which soon hauled away out of sight to port, and we sighted none other during the trip.

Sleep was almost impossible, a whaler thwart not being the most comfortable sleeping spot. Several gallons of sea water over the bottom boards ruled out another comfortable place to sleep, so the majority of us slept little. Rain squalls passed near us and an occasional one happened to open its seams exactly as it crossed overhead, giving us a cold and unpleasant dousing.

At exactly 2340 another steady light was seen on our port bow; then another and then a group of lights. There was no movement to these lights and we then felt sure we had raised Grenada! We were astonished to find that

we had covered a distance of roughly 76 miles in exactly 12 hours and this was definitely Grenada! We proceeded towards land rather cautiously because we had estimated our course slightly high on the wind and therefore the lights should be on the eastern tip.

No navigational lights were charted in that area so we stood out from land to the southwest to consider our position. Soon the loom of the flashing light on the southwest tip of Grenada became visible and we decided to run parallel to the coast toward the light. At this time the wind and swell began to increase, with more frequent rain squalls which blotted out the lights completely. Time dragged on slowly as by now we were all soaked, cramped, miserable and wondering why we ever started out. It appeared impracticable to try and enter St. Georges at night so we lowered the mainsail and "ran free" on the foresail and mizzen to await daylight.

At first light we were about five miles off land on a course for St. George's Harbour. Finally after a seemingly interminable period we sailed into the harbour and secured alongside the sea wall. It was with immense relief that we crawled from our whaler

to walk on dry land and let the morning sun dry our drenched clothing.

After a short walk around town and a cup of coffee we again manned our whaler and set sail to meet the *Micmac* as she came to anchor off St. Georges about 0930. Some of our "unbelieving spectators" had predicted that the ship would "pick us up" as they steamed across from Tobago, but we had been successful and were greeted with cries of "Well done!" when we arrived alongside.

The time we took to cross from Tobago to Grenada was much less than that taken by the civilian sailing craft that ply the route. We believe that this may establish another "first" in the RCN, as the longest voyage voluntarily undertaken by an RCN whaler.—N.B.P.

SEA CADETS OFF TO U. K., SWEDEN

One of the biggest and most exciting summers for Royal Canadian Sea Cadets began in mid-June, according to D. W. Cathers, Hamilton, vice-president (Sea Cadets) for the Navy League of Canada.

On June 17 a party of two officers and 26 sea cadets were to fly from Montreal to England, returning by warship in late July. Of these, one officer and five cadets were to visit Sweden as guests of the Royal Swedish Navy.

The balance of the party were to be guests of the Navy League in the United Kingdom and participate in the Empire and Commonwealth of Nations Sea Cadet Camp, at Portsmouth July 1 to 14. Sea Cadets from all countries in the Commonwealth were to be present. Part of their training was to be conducted on board the famous ship *HMS Vanguard*. Elaborate sightseeing trips were arranged for both parties.

It was expected that the highlight of the Empire Sea Cadet Camp would be the initial presentation by Prince Philip of a trophy, which by Royal consent bears the name "The Duke of Edinburgh Ship's Bell", to a rifle team of Sea Cadets from Southend-on-Sea, England. This English team in 1956 was the first to win the newly organized International Small Bore Rifle Competition for Sea Cadets, which was inaugurated by the Navy League of Canada. Eight countries participated and Canadian teams from Selkirk, Manitoba, New Waterford and Sydney, Nova Scotia, placed second, third and seventh respectively.

All provinces are represented in the Canadian party. Cadets are selected on a merit basis.



Today and only yesterday are contrasted in this picture showing the RCN's Sea Fury fighter (top) flying with its successor, the Banshee jet. The Banshee has replaced the Sea Fury as the RCN's first-line fighter aircraft and will fly from the aircraft carrier *Bonaventure*. (DNS-17681)



Television sets have been installed in the Royal Canadian Naval Hospital, Naden, through the generosity of officers and men serving in the Pacific Command and in the Canadian Army on the West Coast. Voluntary donations purchased six 10-inch portable sets which can be used practically anywhere in the building. Contributors to the fund were: Work Point Garrison and the Queen's Own Rifles, Canadian Army; HMC Ships Naden, Ontario, Venture, Sioux, Crescent, Cayuga, Sussexvale, Stettler, New Glasgow, Jonquiere, Fortune, James Bay, Comox, Canadian Services College, Royal Roads, VU33 Squadron, (Patricia Bay). Shown are: standing, left to right, PO Cliff Shumaker and PO Jesse Battle; seated, left to right, PO Don McHardie, Lt. H. G. Holmes (nearest camera) and CPO Bert Booth. (E-39801)

OFFICERS AND MEN

Tug Saint Anthony Ends Long Voyage

The 840-ton ocean-going naval tug *Saint Anthony* arrived in Esquimalt on May 16 to complete her transfer voyage from the East Coast to British Columbia.

The *Saint Anthony* is one of three "Saint" class tugs ordered for the Royal Canadian Navy. She was completed February 22 of this year at Saint John Drydock Co., Ltd., Saint John, N.B., and sailed from Halifax for Esquimalt on April 17 manned by a naval civilian crew under the master, A. J. Proudfoot.

Similar to the rest of her class, the *Saint Anthony* has an overall length of 151½ feet and a beam of 33 feet. She is powered by a 2,000-horsepower opposed-piston engine. An important feature of the vessel is that she is fitted with a controllable pitch propeller with an hydraulic actuating mechanism which can be controlled from the command position in the wheelhouse and

also from the after end of the fore-castle deck. If the need arises, the ship can also be controlled in the engine room by use of the bridge telegraphs.

A towing winch of considerable capacity is fitted aft, making this powerful craft capable of handling any conceivable towing job in a deep-sea navigation.

For fire-fighting purposes she is fitted with two fire monitors fore and aft, and a large number of hose connections on the upper deck.

The vessel is fitted with the most modern fixtures for the comfort of the men who sail in her. A completely electric galley has been installed and the ship's company is catered to by a cafeteria system of messing. Comfortable bunks, complete with foam rubber mattresses and individual reading lamps, and other furnishings, give added comfort.

Large cold and cool rooms and spacious storerooms permit the ship to be

stored with provisions and general stores in sufficient quantity to enable her to spend many days at sea. Ample stowage space has been allotted for foul weather clothing and equipment necessary for deep-sea rescue work.

Retiring Civil Servant Honoured

Senior officers, supervisors and employees in general within the Naval Supply Depot paid tribute to J. L. Bland on his retirement following 37 years' service with the Naval Supply Depot, HMC Dockyard, Halifax, it is reported in a recent issue of the *NSD News*, which says:

Mr. Bland entered the services of HMC Dockyard in 1921 as assistant warehouseman and was at the time the first permanent civil servant within Naval Stores. He has in his tenure of duty served under three officers-in-charge and five naval stores officers, and in the following stores: victualling, clothing, receiving, miscellaneous, hardware, return and electrical.

During a brief interview the retiring employee made the proud remark, "I come from a family of civil servants, my grandfather and father before me were civil servants and I have a civil service certificate dated 1883 that belong to my grandfather." Mr. Bland has a son, Bill, at present employed in the Packaging and Preservation Branch, who represents the fourth generation of Blands within the civil service.

Down through the years Mr. Bland said he has seen many changes enacted and more than a fair share of heart-aches, although there are in his memory many lighter moments on which he likes to reminisce.

In spite of his regular duties within the dockyard the retiring civil servant boasts quite a military career. He is a former sergeant in the First Coast Brigade Canadian Artillery having joined in 1914 for hostilities. In 1919 he was demobilized and re-entered the same unit when the militia was reinstated in 1922 and had continuous service until 1934. Mr. Bland holds the Military Long Service Medal not only for his own service but for his father and his grandfather.

In 1953 he received the Coronation Medal, presented on that occasion by



These are members of the No. 72 Petty Officers' Leadership Course held at Cornwallis recently. Front row, left to right: Petty Officers R. P. Challoner, F. E. Cormier, Lt. P. J. Traves (Course Officer), PO D. M. Adair (Course Petty Officer), and Petty Officer B. K. Sine. Second row: Petty Officers Y. Inouye, R. A. Parsons, E. E. Phillips, N. H. Carroll, T. G. Ewen, F. L. Breckon and S. M. Hall. Back row: Petty Officers E. M. Jorgensen, K. W. Brokenshire, N. T. McClellan, A. J. Wessel, F. Sutherland, J. G. Roe and P. E. Hill. (DB-7885)

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast.

Looking back to the days when he first entered the dockyard, Jim Bland remembers that the establishment was about half its present size and facilities were a far cry from those of the present day. All buildings were constructed of wood; lacking both sanitary facilities and water. In the winter, heating was supplied through the medium of beehive stoves, replenished with coal and coke by the staff when the occasion warranted it.

"It was not an uncommon thing," said Mr. Bland, "to find the inkwells frozen on the winter mornings and the practice of sprinkling water on the floor to curb dust while sweeping was carried out with prudence, for fear of endangering life and limb on the ice that formed forthwith."

Working hours during that era commenced at 7 o'clock each morning, six days a week, and continued through to 5 o'clock, with an hour off for lunch. Stores were transported by horse and wagon hired from a city firm.

"Handling stock lacked the methodical scientific methods used today and was carried out by sheer bull strength and endurance," remarked the seasoned storesman. One of the most difficult lines of stock to handle he said was in the metal shop where that bull strength was personified.

In those days a person entering the dockyard from North Street saw in glancing directly across the harbour only three buildings; one was a canning factory near the NAD establishment, between the present NAD and French Cable wharf the dockyard wat-



HMCS Gloucester, naval radio station outside Ottawa, has presented a trophy to the Ottawa Squadron of the RCN Sailing Association for annual intership competition. Supt. K. W. N. Hall, RCMP, left, commodore of the squadron, accepts the trophy from Lt.-Cdr. (SB) W. J. Pearce, executive officer of "Glo". Bytown, administrative "ship" of naval headquarters, won it June 9 in the first intership regatta, with 62½ points, followed by Carleton, Ottawa naval division, with 55½ and Gloucester, last with 43. They competed in 14-foot naval dinghies on Dow's Lake. (O-9738)

erman occupied a remote residence and some distance north was Olands Brewery. There was a lumber yard well towards the narrows and adjoining it was a Micmac Indian encampment.

On the Halifax side, the south gate of the dockyard was the site of the present RCM Police quarters and adjoining building D40 on the south side were living quarters fronted by attractive landscaping, complete with decorative wall and chestnut hedge.

Where miscellaneous stores now stands was, in Mr. Bland's early dockyard days, partly occupied by a field in which plum trees grew and he remembers helping himself to the luscious fruit.

Building D2 recently vacated by return store was the site of the Lorne Club, an organization popular for many years in the water sport life of the city of Halifax. HMCS *Stadacona* was where HMCS *Scotian* is now established.

These and many other memories are fresh in the mind of Jim Bland who has contributed much to the development of Naval Supply Depot as we see it today. His career navy-wise has now terminated and he may well look back, not only with fond memories but also with satisfaction in the fact known to all with whom he associated, to a job well done.

Jim Bland is the son of the late L. J. Bland and Mrs. Bland of this city, who originally came to this country from England. His father was killed during the Halifax explosion of 1917. One brother was killed on the Somme front during the First World War. Mr. Bland

married the former Edith Pickles of this city and they have two children, Mary and Bill, and three grandchildren.

12 Sea Cadets Picked for Cruise

Twelve sea cadets from Alberta and British Columbia are participating in a training cruise in HMCS *Ontario*, sailing from Esquimalt June 11 along the west coast of the United States and to Hawaii and returning August 9.

More than 3,000 cadets planned to attend summer camps, commencing July 1, and further training cruises in HMC ships are being planned. Those sea cadets residing in Ontario and eastward will journey to training camps adjacent to Sydney, Nova Scotia, or enter specialized courses in other naval establishments on the Atlantic seaboard. Western cadets will journey to the Pacific seaboard, attending at Comox, B.C., or other naval establishments on the West Coast.

At least five sea cadets' brass bands will be on duty at naval training ships throughout the entire season, to assist the Navy in its important summer training program under the command of Rear-Admiral K. F. Adams, Flag Officer, Naval Divisions.

BIRTHS

To Ordinary Seaman Robert Bendell, *Micmac*, and Mrs. Bendell, a daughter.

To Ordnance Lieutenant P. C. Buzza, Naval Headquarters, and Mrs. Buzza, a daughter.

To Lieutenant R. G. Corbin, *Cornwallis*, and Mrs. Corbin, a son.

To Acting Commissioned Communications Officer R. E. Davies, *Quinte*, and Mrs. Davies, a daughter.

To Leading Seaman George Day, *Micmac*, and Mrs. Day, a daughter.

To Able Seaman Robert J. Easton, *Assiniboine*, and Mrs. Easton, a son.

To Petty Officer G. F. Faulkner, *Micmac*, and Mrs. Faulkner, *TWINS*, a son and a daughter.

To Captain A. B. Fraser-Harris, *SACLANT*, and Mrs. Fraser-Harris, a son.

To Able Seaman E. G. Harten, *Micmac*, and Mrs. Harten, a son.

To Lieutenant-Commander W. S. D. Hendry, *Patriot*, and Mrs. Hendry, a son.

To Lieutenant R. A. Jones, *Micmac*, and Mrs. Jones, a daughter.

To Petty Officer Chester G. Kenyon, *Cayuga*, and Mrs. Kenyon, a son.

To Able Seaman Grant W. Marcotte, *Assiniboine*, and Mrs. Marcotte, a daughter.

To Leading Seaman Donald McConnell, *Micmac*, and Mrs. McConnell, a daughter.

To Petty Officer John H. McGregor, *D'Iberville*, and Mrs. McGregor, a daughter.

To Leading Seaman Bernard O'Quinn, *Micmac*, and Mrs. O'Quinn, a daughter.

To Leading Seaman Thomas Spence, *Micmac*, and Mrs. Spence, a daughter.

To Leading Seaman Sydney B. Spooner, *Cayuga*, and Mrs. Spooner, a son.

To Leading Seaman Raymond Thompson, *Micmac*, and Mrs. Thompson, a son.

To Able Seaman Earl Wilkinson, *Micmac*, and Mrs. Wilkinson, a daughter.

To Able Seaman F. J. Wollinger, *Micmac*, and Mrs. Wollinger, a son.

WEDDINGS

Leading Seaman R. E. Bentley, *Labrador*, to Miss Norma Jean Snair, of Armdale, N.S.
Able Seaman Lawrence R. Cooper, *Cayuga*, to Miss Vera Lindbeck, of Wainwright, Alberta.

Able Seaman Patrick L. Cummings, *Naden*, to Miss Mary Janet McMillan, of Victoria.

Petty Officer T. J. Czech, *Stadacona*, to Miss Isobel Michel, of Halifax.

Lieutenant (S) A. W. Driega, *Stadacona*, to Miss Mabel Myrtle Agnes Brooks, of Halifax.

Leading Seaman Robert H. Juulsen, *Cornwallis*, to Miss Sarah Jean Mitchell, of Halifax.

Able Seaman Glen M. McColman, *Crescent*, to Miss Coralie Ann Moore, of Victoria.

Sub-Lieutenant (L) Keith G. J. McKey, *Stadacona*, to Miss Margaret June Thomson, of Gananoque, Ont.

Petty Officer Francis J. Meredith, *Stadacona*, to Miss Geraldine Boaz, of North Woodside, N.S.

Lieutenant Maurice Tate, *Athabaskan*, to Miss Marilyn Diane Mathison, of Victoria.

Able Seaman Donald W. Vermette, *Cayuga*, to Miss Eleanor Crowe, of Sydney, B.C.

Able Seaman Robert A. Wilson, *Cayuga*, to Miss Chloe Mills, of The Pas, Man.

44 YEARS OF SERVICE AND MEMORIES

One-Time Boy Seaman, Lt.-Cdr. John Pegg Retires

EARLY THIS year a naval legend in Winnipeg came to a close. On February 21 and in a city that is just about as far from salt water as it is possible to be in Canada, Lt.-Cdr. John Pegg concluded a naval career that had begun 44 years before.

HMCS *Chippawa* is a ship bounded on one side by the Pre-Cambrian shield and on the other by the great western plain. Many of those who joined the Navy and took their basic training there had never seen salt water in their lives. Yet on practically every ship of the fleet these prairie sailors have proved their worth as seamen, time and time again. To understand this would be to understand, in a way, the legend of Lt.-Cdr. Pegg.

It began on January 9, 1913, when he joined the Royal Navy as a boy seaman, second class. His first ship was HMS *Ganges*, RN training establishment at Harwich, England. He served in the *Ganges* until June 1913 and passed out to first class boy on board *Ganges II*. It was a three-masted, full rigged ship, previously named the *Boscayne*, with masts 165 feet high.

At that time all boys answered to the pipe at 0500 "All boys muster through the baths". These were large wooden tubs filled up overnight on the upper deck by the cooks of the mess. At 0530 "All boys lay on the mast away aloft. Lay out (man the yards), lay in, come down, fall in". The boys moved smartly not only because breakfast was waiting, but because discipline at this period was taught by the "stonicky", which all instructors carried, to impress the fact that the boys were under training, and how much they loved them!

It was a bit of a relief to have a chance to go to war, and John Pegg had his when the Navy was called out to relieve General Townsend and his troops, who were anchored in Kut-Ela-Mara at Mesopotamia in 1917, and could not kedge out. His first active billet was in HMS *Blackfly*, one of a group of river gunboats that were disassembled, put on board the *Empress of Britain*, assembled at Abadan, Persia, launched, and sailed to the scene of action.

It was during this time that AB John Pegg had his first real misunderstanding with the Navy. Mooring up at night alongside an army camp was



Lt.-Cdr. John Pegg and his wife examine the White Ensign which has just been presented to him by Captain Liston B. McIlhagga, commanding officer of HMCS *Chippawa*, the Winnipeg naval division. In September 1939 Captain McIlhagga joined the Navy at *Chippawa* as an ordinary seaman and was given his basic training by the then CPO John Pegg.

done by the peg and mallet system. That is a peg and mallet were thrown ashore and two hands went over to secure the mooring lines to the river bank. With a draught of only 18 inches this was no problem. There was a problem though in the fact that on board were Able Seaman Pegg and an Able Seaman Mallet. When peg and mallet were to be cast ashore, confusion reigned. This confusion apparently lasted throughout the whole commission.

However, John Pegg was not one to stay ashore and he graduated to somewhat larger ships. He served in HMS *Warspite* and HMS *Revenge* of the Mediterranean Fleet. Later as Chief Petty Officer Pegg he served as cox's'n to Vice-Admiral Sir Archibald Howard Kelly, second-in-command of the Mediterranean Fleet. He also served in the submarine depot ship *Dolphin* and as cox's'n to Vice-Admiral Sir M. E. Dunbar Nasmith, Commander-in-Chief.

As a seaman John Pegg received 17 superior and excellent assessments and during his entire time in the Royal Navy he received not one adverse report. He ended his RN career in 1937 when he was pensioned as CPO instructor from the boys' training ship, HMS

St. Vincent. Curiously enough the traditional method of training was the same in *St. Vincent* where he was pensioned, as it was when he was in *Ganges* as a boy. It was still six cuts with the cane for smoking or being found in possession of smoking materials.

It was while CPO Pegg was on pension leave that he saw an RN Fleet Promulgation calling for two CPO instructors for training RCNVR. The Royal Canadian Navy of today owes a great deal to RN pensioners of the 20s and 30s who came to Canada and gave so much of their knowledge and skill to the fledgling RCN fleet. However, CPO Pegg was not too sure that he would be one of them, because by this time he had taken on a cargo of one wife and four children. The RCN had a good deal less money in those days, and transportation for five to Canada was no small expense. However his service record stood him in good stead and he was accepted.

He arrived in Canada in 1937 and was allocated to RCNVR Winnipeg. One of those who had advised him on the do's and don'ts of training reserves was Lt.-Cdr. E. R. Mainguy, who eventually became Chief of the Naval Staff.

By this time CPO Pegg realized just how far from the ocean he was. The training establishment in Winnipeg was in an old firehall and the nearest water was a somewhat muddy stream called the Red River. At that time the full divisional strength was 100, but the reservists were eager to learn and CPO Pegg had a great deal to teach. When war came in 1939 prairie boys by the thousands joined the Navy and proved through six years of war their ability as seamen. For many thousands of them it was CPO Pegg who gave them their training. Their fine record during the war is the proof of his ability.

In 1942 he was drafted to *Stadacona* and he helped open the seamanship school under the present Flag Officer Naval Divisions, Rear-Admiral K. F. Adams. Promoted to bos'n, he served later under Commodore O. C. S. Robertson at HMC Dockyard and wound up the war in HMCS *Peregrine*. In June of 1946 he returned to Winnipeg as a commissioned bos'n and in September of 1947 he was promoted to lieutenant. From then until last February he saw the reserve navy in Winnipeg grow to nearly 500 and he served during that time as recruiting officer, training officer and latterly as Assistant Area Officer Sea Cadets with the rank of lieutenant-commander.

Swallowing the anchor doesn't come easily to a man who has served for all of his adult life in the Navy, nor is it easy for his messmates and friends in the service. It won't be the same at *Chippawa* without John Pegg nor would it have been the same for the last 20 years without his steady hand.

At a special parade Lt.-Cdr. Pegg took the salute in a march past of the ship's company and was given the White Ensign by the commanding officer, Captain L. B. McIlhagga. In bidding him goodbye Captain McIlhagga spoke for the 7,000 men trained by Lt.-Cdr. Pegg, because he himself had been one of them. Among the souvenirs he took ashore with him was a lifetime membership in the Naval Officers' Association, a silver drinking cup presented by the Chief and POs' mess, a bust of himself as a boy seaman presented by the Sea Cadets and a 14-foot boat given jointly by the NOA and his fellow wardroom officers.

What is he going to do now? He is not too sure. He admits that after a lifetime of it, travel holds very little attraction. Perhaps the prairies will be the place where this man, who has spent so much of his life at sea, will spend the rest of his time. As he says himself "Why go back?"—W.B.D.



A task that is begun months ahead, in anticipation of the break-up of the ice on northern waters, is the preparation of the shipment of naval supplies for the naval radio station at Aklavik, above the Arctic Circle in the Mackenzie River delta. The shipment is prepared in the shipping section in HMC Dockyard, Esquimalt, where Jerry Charity and Jim Fleet are seen strapping one of the cases. (E-40904)

BUNDLES FOR AKLAVIK BIG SPRINGTIME JOB

ONE OF THE major consignments handled every year by the Shipping Section in HMC Dockyard, Esquimalt, is the shipment which goes out in May to the RCN's radio station at Aklavik, N.W.T.

This shipment is the result of long months of planning and hard work to have these supplies, essential for the maintenance of the radio station, shipped to their destination.

Aklavik, which can only be reached by water and air, has its supplies assembled in Esquimalt over a period of nine months, to be sent off in one consignment. This year's shipment, consisting of 176 cases of equipment, weighing a total of 30,486 pounds was

made up of electrical and radio equipment, clothing and articles of general use.

Some idea of the work involved can be judged from the fact that the Shipping Section on the West Coast began packing the 1957 shipment last October. Each of the cases containing equipment is specially numbered according to the equipment it contains. In this way, the personnel at Aklavik can recognize immediately which cases contain particular equipment. The supplies are waterproofed and packed in closed cases to eliminate risk of water damage on the long northern voyage.

After all the equipment has been crated, the cases are taken in boxcars by rail from Victoria to Waterways, Alta., where they are turned over to the Northern Transportation Company for a 3,000-mile trip by barge to Aklavik.

Also included in the consignment of annual supplies is a snowmobile and a jeep. When the new shipment arrives at Aklavik the two vehicles in use there are sent back to the West Coast for overhaul, ready to make the trip north again the following year.



WEST COAST MUSEUM BEARS NEW NAME

Repository To Be 'Maritime' in Broadest Sense

THE NAVAL Maritime Museum, at Esquimalt, has a new name. It is now called the Maritime Museum of British Columbia. The decision to change the name has been made in order to emphasize that the museum is "maritime" in the broadest sense of the word. Its purpose is to preserve the history and treasures of the past, whether they be connected with discovery or exploration, fishing and sealing, shipbuilding and shipping, or navy in peace and in war. All are part of the saga of British Columbia and the sea.

The museum was officially opened to the public on April 18, 1955, by His Honour, the Lieutenant-Governor of British Columbia, Colonel Clarence Wallace. This event was the culmination of several years of planning and work by a number of naval officers and friends. Before and since that time, generous donors have given or loaned the museum hundreds of interesting models, photographs, paintings, and other articles. The result is that today, the Maritime Museum of British Columbia is solidly established as the centre of the maritime history and tradition of Western Canada.

The building itself is a museum piece. The bricks and fittings were brought from England "around the Horn" in sailing ships at the turn of the century and were fashioned into a dwelling after a plan that governs similar dwellings wherever the British Army has had garrisons. It was designed for two families and was allocated from the beginning to the senior engineer and ordnance non-commissioned officers. Finally in 1952 it came to be considered as a museum site.

The space outside is taken up with approach steps leading to a front and side lawn, and to the south with a parking lot. The rest is the rock of Signal Hill. The first glimpse of the museum as one drives along Esquimalt Road will be the Canadian Red Ensign, flying from a flag-pole which is, in fact, the mainmast of the old sloop HMS *Algerine*. Anchors recovered from Pacific waters, old guns, the wheel of a sailing ship and a German torpedo guard the entrance.

The British claim to Vancouver Island and hence to the whole of what is now British Columbia, was established in 1778 by Captain James Cook,



The Maritime Museum of B.C. was thoroughly inspected during the information tour held by a group of students from the Campbell River High School in March. The visitors claimed the museum was one of the "finer points of learning" they had seen during their visit to Victoria. Many of them took shorthand notes regarding the various museum pieces. Their five day itinerary of the Capital city also included visits to HMCS Naden, HMC Dockyard and the Canadian Services College Royal Roads. The tour was arranged by the Crown Zellerbach Paper Company of Canada. (E-40440)

RN, who landed in Friendly Cove, Nootka Sound, from HMS *Resolute* and HMS *Discovery*. The first room in the museum is named in honour of this great navigator. Two of its treasures are three volumes of his voyage and the first chart published in 1784 by Admiralty of the Pacific Coast.

The second room is called the Vancouver Room, after Captain James Vancouver, RN, who in 1792 accepted from Captain Quadra of the Spanish Navy the restitution of British property in Nootka Sound and established for the future that this island would remain British. There is a fine edition of Vancouver's voyages and a number of objects and souvenirs from the destroyer HMCS *Vancouver*.

The third room is dominated by a bust of Admiral Nelson, which was presented to the museum by HRH the Duke of Edinburgh. The Nelson Room contains numerous objects connected with this famous admiral.

At the top of the stairway, which is lined with ship's crests, is the uniform

room. Three of the uniforms here are of great historical importance. There is a full-dress rear-admiral's uniform which belonged to Admiral P. W. Nelles, RCN; there is a lieutenant's full-dress uniform which belonged to Lieut. (later Rear-Admiral) J. C. Hibbard, RCN; and there is a summer uniform, worn in HMCS *Rainbow*, belonging to AB Ford.

The next room on the left is the Maritime Room. It contains exhibits of ships with a particular local history; for example, SS *Beaver*, which belonged to the Hudson's Bay Company and which was the first steamship on this coast; SS *Valencia*, one of the many wrecked on the south coast of the island, and other vessels which hunted and explored in the North Pacific.

Then there is the First Model Room, which has very fine models of a Dutch frigate, of Columbus' flagship the *Santa Maria*, of SS *Chelosin*, and of the *Cutty Sark*. The Second Model Room has excellent models of ships used by the

RCN before and during the Second World War.

The Esquimalt Room contains a varied collection of photographs, charts, and sketches dealing with the village and harbour of Esquimalt from its earliest times.

In the Robert Sutcliffe Room, there is a unique collection of photographs and sketches dealing with sailing ships—their rigging, their figureheads and their ornate sterns.

The final room, upstairs, is the Weapons Room. It contains samples of everything from primitive arrows of the Pacific islanders to the weapons used in the Second World War.

After coming down the stairway past additional ships' crests, we come to the CPR Room, which is dominated by scale models of SS *Princess Marguerite* and SS *Princess Margaret*. In this room is one of the museum's most treasured relics, the bow badge of HMS *Canada*, a famous RN warship in the latter part of the 19th century. It bears the crests of seven provinces, which comprised the Canadian nation at that time.

The significance of the sea to Canada's welfare, trade and security is often neglected and forgotten. A visit to the Maritime Museum of British Columbia is a reminder of Canada's rich heritage of the sea.—E.C.M.

BELL BECOMES BAPTISMAL FONT

The bell of a Spanish tanker which sank off Herring Cove during the Second World War has become a baptismal font in the Church of the Redeemer at Shannon Park.

At a brief ceremony on board HMCS *Granby* in Halifax Harbour, Lt.-Cdr. Charles S. Smedley, commanding officer of the ship, which is Atlantic headquarters for the RCN's Operational Diving Unit, presented the font to Chaplain A. G. Faraday of the Church of the Redeemer.

The bell came from the Spanish tanker *Nueva Andalucia*, which sank at Mars Rock, near Herring Cove in 1943 after having been in collision with the battleship HMS *Revenge*.

The bell was recovered by divers from the *Granby* on August 3, 1956, during diving operations at the site. Later, the bell was cleaned and plated by members of the ship's company and a stand to support the bell was built at the unit.

The new font was dedicated at a Sunday service in the Shannon Park church.



PHOTOGRAPHER - DIVER

ABLE SEAMAN M. J. (Jimmy) Thistle, 24, of St. John's Nfld., has the distinction of being the only qualified frogman-photographer in the Royal Canadian Navy. Already a specialist in photography, he volunteered for a recent four-week course to become a Clearance Diver (ships).

Twelve men from various branches of the navy started the gruelling course and six managed to complete it, among them AB Thistle. He brings to the increasingly important field of underwater motion picture and still photography the technical knowledge and skill acquired in his training as a naval photographer.

Before joining the Navy, AB Thistle was an outstanding swimmer at St.

John's and was a familiar sight to regular swimmers at Bowring Park there. He entered the RCN in 1950 and served afloat and ashore on each coast before transferring to the Photographic Branch in 1952.

Apart from photographic instruction in Halifax, most of his time from December, 1952, until last August was spent in the photo section at HMCS *Avalon*, naval establishment in St. John's.

In the accompanying pictures, AB Thistle is shown checking his Rolleimarine camera before immersing and then surfacing through an ice patch after shooting his underwater assignment. The camera has a huge lens to gather the dim underwater light.

WHENCE THE FUNNEL'S MAPLE LEAF?

Custom May Have Originated off West Coast of Africa

WHAT IS the origin of the maple leaf on the funnels of warships of the Royal Canadian Navy?

Most people assume that it all began during the Second World War when Canada for the first time in history possessed a sizeable navy and undertook a man-sized role in the war at sea. Esprit de corps mounted to new heights. The officers and men who sailed the little ships of Canada proudly wore the White Ensign and gloried in their affiliation with the fleets of the Commonwealth and their heritage of the traditions of the Royal Navy. But they also wanted it to be known that they were Canadians.

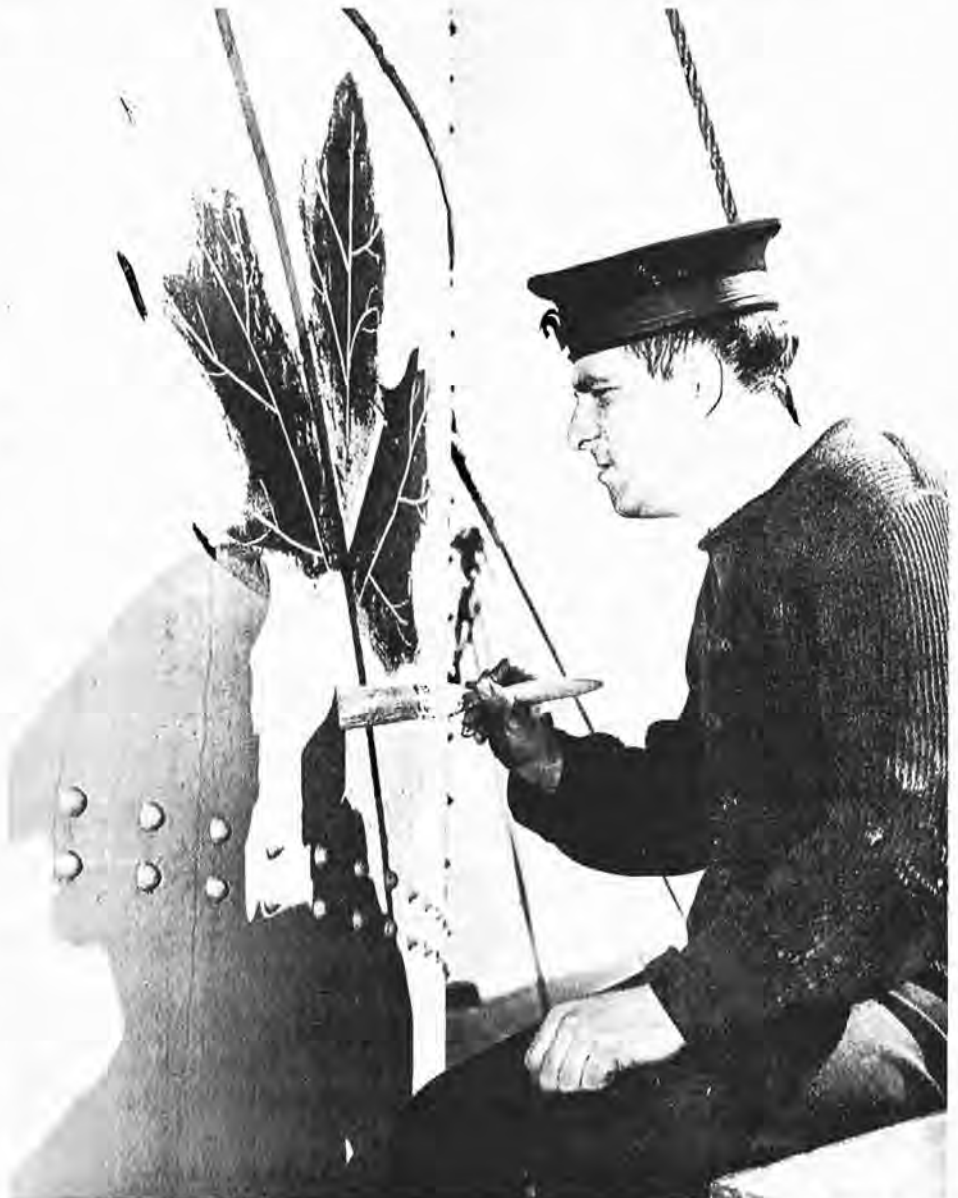
At first, their attitude tended to be rather parochial. Badges of wonderful and sometimes weird design blazed from the gun shields of destroyers and corvettes. Painted bands on the funnels began to signify the group to which ships belonged. In at least one instance the design on the funnel gave a name to a mid-ocean escort group and the "Barber Pole Brigade" was born.

It appears to have been later in the Second World War that someone painted a green maple leaf on a funnel to signify that his ship belonged to Canada. The practice spread and was at last authorized by Naval Headquarters and adopted by the whole fleet.

After the war, for the sake of contrast, the colour of the maple leaf was changed from green to red and thus it remains to this day. The ultra-fancy gun shield decorations have been replaced by more sedate but heraldically correct ship's badges; the coloured bands have disappeared from the funnels. The maple leaf remains in a secure and lasting position as a symbol for all to see that the ship that wears it is Canadian.

Where does the story begin? Records at Naval Headquarters in Ottawa fail to show the name of the person who first thought of applying a maple leaf to the funnel of his ship or the name of the first warship to be thus adorned. But it was generally assumed that the idea was of Second World War origin.

Then came a letter a few months ago from a man who had served in the Royal Naval Canadian Volunteer Reserve during the First World War. He asked for recognition as the originator of the funnel maple leaf. Neither headquarters in Ottawa nor Admiralty



This picture of artistic concentration was taken in St. John's, Newfoundland, early in 1945 after the corvette *Lachute* had reached port following a mid-ocean escort job. Wielding the brush was AB Bill Pietryk, of Winnipeg. (Z-1187)

in London can find records to substantiate his story, but that does not deny its truth. It could simply be that no one troubled to note the innovation in a report of proceedings or elsewhere.

Here is the story—and it may be that some Canadian sailor-veteran of the First World War can substantiate it:

Dear Sir:

I would very much like to know if you would recognize me as the originator of the Maple Leaf in His Majesty's Royal Canadian Ships on the funnels.

I think I can claim this creation this wise!

In 1917 I joined the Royal Canadian Navy at Victoria. I was sent overseas in 1917, May 17, from Halifax, N.S. and attached to the Royal Navy. In 1918, March, I joined one of the Canadian minesweepers at Gibraltar and was sent to Sierra Leone in the CD 8. Also with us were the CD 2, CD 7, CD 11. In May 1918 I was made AB Signalmen and I asked the Captain of CD 8 if he would grant me permission to paint the emblem of Canada "The

Maple Leaf" on the funnel of CD 8. The Captain, A. Braye, granted me permission so I painted the Maple Leaf in green and black, also on CD 2, CD 7 and CD 11.

I don't think anybody else can claim this distinction so I apply to you for recognition.

JOSEPH STEPHENSON, VR 3759
Late of the Royal Canadian Navy
now at above address,

Thank you.

P.S.—I understand all ships of the RCN have painted Maple Leaf on funnels.

The information contained in Mr. Stephenson's letter has been confirmed at Naval Headquarters—except for his claim to be the originator of the funnel maple leaf.

During the Great War, 1914-19, Canadian shipyards produced 100 drifters for service as minesweepers in harbour approaches. The RCN, the RN and the USN each received some of these drifters and of those allotted to the Royal Navy seven were despatched by way of Gibraltar for service off the West African coast.

At least four of these seven were manned by personnel of the Overseas Division of the RNCVR and these men were carried in the books of the hulk HMS *Cormorant*, depot ship at Gibraltar. As Mr. Stephenson states, the four Canadian-manned drifters were the CD 2, CD 7, CD 8, and CD 11.

Under the escort of HMCS *Shearwater*, the four drifters sailed from Halifax on November 15, 1917, and at Bermuda came under the orders of the

Bottles Check Ocean Current

If one of those mystery submarines happened to be trailing the *New Liskeard* during the first half of June and kept count of the 1,400 bottles which were thrown overboard, the interlopers would be wrong in assuming they were on the trail of a particularly convivial cruise.

Appearances to the contrary, the *New Liskeard* set out on June 5 on a serious 10-day cruise during which Naval Research Establishment scientists were seeking confirmation of their tentative theory that Sable Island lies at the centre of an ocean eddy.

When a similar batch of bottles was dropped overboard in 1954 more than two thirds of them were found ashore on Sable Island, "the graveyard of the Atlantic".

If the presence of an eddy can be established, it could well account for the existence of Sable Island and for ships drifting off course and going aground there.

Commander-in-Chief, America and West Indies Station. From this point on the ships were under Admiralty control and, in fact, became RN property. Accordingly no further record of these ships is to be found in Ottawa.

The Naval Historian learned of a former naval rating who had served in one of the four drifters and wrote to him for confirmation concerning the first use of maple leaf markings. The letter was returned from Saskatoon unclaimed.

Naval Headquarters files only disclose the date on which the maple leaf

symbol was formally introduced into the Royal Canadian Navy. This was in a Naval Order in September 1944, which followed a recommendation, dated June 15, 1944, by the Canadian Naval Mission Overseas. The practice of painting a maple leaf on the funnel had, however, already been put into practice unofficially by Canadian warships.

Early this year the Naval Member of the Canadian Joint Staff in London was asked to consult Admiralty records to see if the facts could be learned there. The reports of proceedings from the drifters CD 2, CD 7, CD 8 and CD 11 and from the Senior Naval Officer, West Africa, for the period the drifters were based on Sierra Leone in 1918 were unearthed. They contain no reference to the maple leaf emblem.

That is how the matter stands. Everything points to the truth of Mr. Stephenson's claim, but there is no corroborating evidence.

Of course, there is not necessarily any connection between the painting of the maple leaf on the funnels of four RN drifters off the steaming coast of Africa and the introduction of the symbol during the Second World War. The idea may have been completely original and historically unconnected with the drifters of 40 years ago.

A footnote to the story is this: When six Bay class minesweepers were transferred by the RCN to the French Navy in 1954, the senior French officer, Capitain de Corvette Pierre Top, particularly requested that the maple leaf be left on the funnel of each ship. This was done.



NAVY-MINDED PRIEST HEADS CADETS

Northernmost Corps Travels Far Under His Guidance

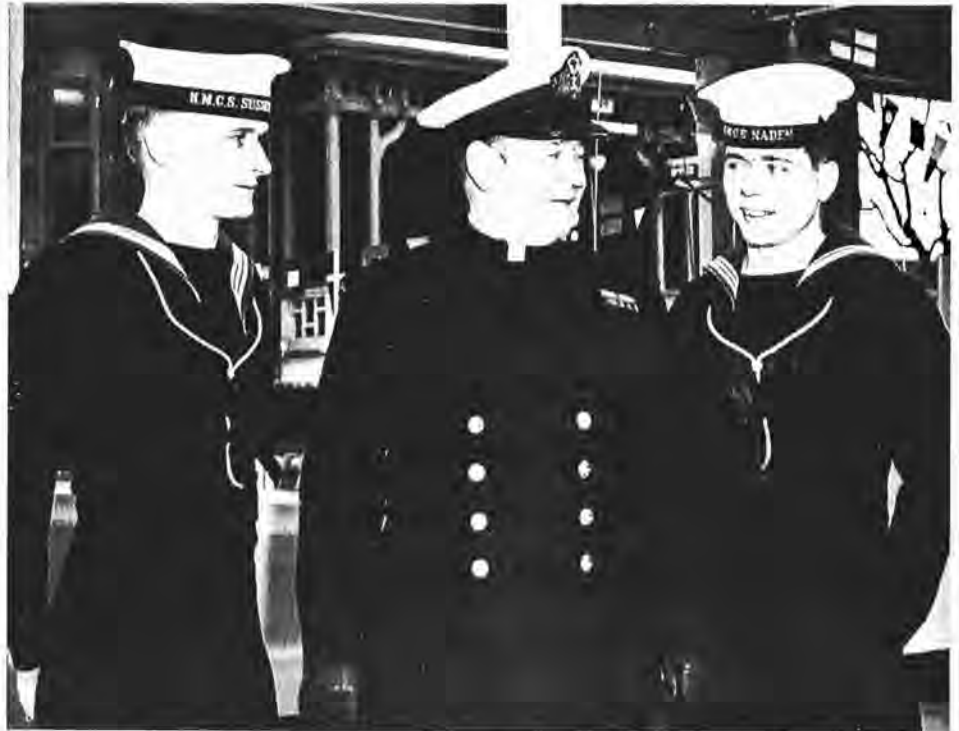
A CASUAL suggestion made by Chaplain of the Fleet (RC) M. P. MacIsaac to a young priest from Lac La Biche, Alberta, during a wartime train journey across Canada, led to the foundation of what is today the most northerly, and one of the most active, Sea Cadet Corps in Canada, RCSCC *Exeter* at Lac La Biche.

The young priest was Rev. Joseph Edmund McGrane who, in addition to studying for, and being ordained in the priesthood, has been: A newspaper reporter and later, publisher; a licensed "ham" radio operator; member of the International Brotherhood of Magicians; commanding officer of a Sea Cadet corps; commanding officer of two Army Cadet Corps; chaplain in the RCN(R); chaplain to the 19th Alberta Dragoons, and president of the Lac La Biche branch of the Canadian Legion for 16 years (in recognition of which, he will this year, be made a life member of the branch for his services during this lengthy period of office).

In his association with the Sea Cadet Corps he commands today, he has also designed and built a craft, the *Exeter*, which has carried the Canadian Sea Cadet ensign to the United Kingdom and into the Northwest Territories of this country.

Chaplain McGrane was born and raised in Manchester, England, and came to Canada with his parents in 1919, after having served during the First World War in the coast guard service of the Royal Navy. Settling in Saskatchewan, his parents farmed for some time and, later, his father purchased a weekly newspaper, *The Radisson News*. After gaining experience in the production and editorial sections of his father's paper he worked for a number of years with *The Star Phoenix* in Saskatoon on the mechanical and editorial staffs. Many years later, at Lac La Biche, Father McGrane founded the community's own weekly newspaper, *The Herald*, which he eventually sold when it became established.

In 1927, he went to the Theological Seminary in Edmonton and following his ordination, was appointed to Wainwright, Alberta. He remained there from 1933 until 1940 when he was transferred to Lac La Biche as parish priest. During his period in Wainwright he became chaplain to the 19th Alberta Dragoons and at the same time he established an Army Cadet Corps,



During a recent reserve training period on the West Coast, Chaplain (RC) J. E. McGrane met two former Sea Cadets who served under his command in the Sea Cadet Corps, at Lac La Biche, Alberta. At left, AB Wilf Woychuk, now serving in the Sussexvale, and right, AB Harold Klein, Naden. During 1951 when Chaplain McGrane took the Corps' boat *Exeter* to England, the two young sailors formed part of his crew. (E-39499)

which he commanded, at Irma, Alberta. On his transfer to Lac La Biche, Father McGrane organized another Army Cadet Corps there and was its commanding officer until 1943.

It was in September of that year, when travelling to Toronto by train, that he met Chaplain MacIsaac.

As Chaplain McGrane recalls: "We were discussing the war when Chaplain MacIsaac said he did not understand why, with my navy background, I did not become associated with an organization like the Sea Cadets.

"I thought about it during the rest of the trip and as soon as I arrived in Toronto I went right to Navy League Headquarters there, met with the RCN and other authorities and discussed the matter. Three weeks later in October 1943, I was licking our own corps into rough shape."

The new organization was, initially, a division of RCSCC *Exeter*, the corps at Wainwright, and it remained thus until 1952 when it was decided to form a completely independent unit at Lac La Biche. Due to the fact that the name *Exeter* had become well known

because of the trip in Europe which Father McGrane and four of his cadets made in their own craft *Exeter*, the new corps was allowed to retain that name while the Wainwright corps took the new name of RCSCC *Cayuga*.

Soon after the formation of the new group in 1943 it was felt that something should be done to take advantage of the excellent facilities available for boating on the lake.

"With help from a local boat-building firm, we built a ketch," Father McGrane said. "In this, we were able to give the cadets practical training in seamanship and boatwork. In 1949 we attempted to take it from Edmonton to Prince Albert on the North Saskatchewan River but due to low water she went aground and was damaged."

Despite this set-back, however, the task of building the second *Exeter* was, with enthusiasm, started immediately by the corps.

"The new *Exeter*", Father McGrane pointed out, "was built on the lines of a Fairmile. In 1950, she made the trip to Prince Albert, a distance of some 400 miles altogether and we were

highly delighted with the way she handled."

Then in 1951, through the assistance of the Navy League of Canada, local business firms and individuals, the corps planned and carried out an ambitious project — a trip through the United Kingdom in the *Exeter* (see November 1951 *Crowsnest*, page 19). Two of the four Sea Cadets who accompanied Father McGrane on that cruise have since joined the RCN: AB Wilf Woychuk, now serving in HMCS *Sussexvale* and AB Harold Klein, in HMCS *Naden*.

Another ambitious trip was made to the Northwest Territories in 1956 by the *Exeter* during July and part of August. Accompanying Father McGrane on this voyage were three Sea Cadets, Ldg. Cadet Nick Mischuk, Able Cadets Paul Rudiger and Laverne Southwick, and Navy League Cadet Roger Cadieux. Assistance in a variety of ways was provided by the Northern Transportation Company, the Northern Alberta Railways, Imperial Oil of Canada and local groups and individuals.

Starting from the Clear Water River at Waterways, the *Exeter*, which flew the Sea Cadet ensign and the Blue ensign (for which a warrant has been granted to the corps), made her way to Fort McKay where they landed and spent the night at the mission. After visiting other points of interest on the route, the group arrived at Fort Chipewyan.

"Throughout this trip," Father McGrane explained, "we found ourselves welcome guests. Strangers in those

parts are always a source of interest and pleasure to the people living there. We were regally entertained and, by way of repaying the hospitality which we received, I staged magic shows for the people living at the different missions and Indian reserves."

Father McGrane, who in addition to everything else he does, is a member of the International Brotherhood of Magicians, laughs as he recalls: "Some of the young children, and quite a few of the grown-ups, stared in utter amazement at some of the tricks I performed. All-in-all, everyone, including myself, had a wonderful time."

At Fort Chipewyan, they entered the Slave River and went on to visit Fort Fitzgerald where they made a 16-mile portage to Fort Smith, avoiding the treacherous Rapids of the Drowned. During their visit to Fort Smith the group were the guests of Bishop Trocellier and the priests of the mission there. Again, Father McGrane gave his magic show at the mission, the local school and hospital, much to the delight of the onlookers.

"It had been our intention to try and reach Fort Resolution," Father McGrane remarked, "but unfortunately my time was limited and we had to turn back before our objective had been reached."

During the entire cruise, the *Exeter* was in communication with the Lac La Biche Corps headquarters daily, with the exception of only one day, through the two-way radio system which Father McGrane had installed.

A radio "ham" operator, he runs his own station, VE6PP, and he built what is believed to be the first amateur station ever operated by a Sea Cadet Corps, VE6LB at Lac La Biche.

In addition to supervising the operation of RCSCC *Exeter*, in which he teaches seamanship, Father McGrane travels every other week to HMCS *Nonsuch*, the naval division at Edmonton, for parade nights. This is a distance of 150 miles.

"It is a fine arrangement," he points out. "I've taken courses in the past in seamanship. Whenever I go out to the West Coast for reserve training nowadays, there is always something new I learn and can pass on to the cadets when I return to Lac La Biche."

The way in which the system of training at RCSCC *Exeter* pays off can be judged by the fact that at the present time there are seven former cadets in the services.

In addition to the two serving in the Pacific Command, one cadet is serving in HMCS *Crescent* and two are stationed in the RCN Radio Station at Aklavik. Of the remaining two, one is serving with the RCAF and the other with the Army.

This summer, however, there will be no major cruises. Activity will centre around a new project which Father McGrane has underway—the construction of a new and larger boat for the corps, the third one to bear the name of an extremely active and ambitious Sea Cadet Corps.



The picture on page 22 of the February 1957 issue of this magazine, showing four new destroyer escorts, recalled to K. R. Macpherson (ex-Telegraphist, RCNVR), a wartime photograph among his souvenirs. It shows, from outboard, HMC Ships Saskatchewan, Micmac, St. Laurent, Huron and Sioux. Since the early autumn day in 1945 when the picture was taken the Saskatchewan, and the old St. Laurent have gone, but the other three are still very much in service. (CN-3169)

SOLVING A DIVING PROBLEM

TWO SEPARATE solutions to a serious problem of self-contained diving have been offered by members of the Clearance Diving Branch. The problem was injury to or actual rupturing of eardrums in cases where divers made descents below the limits prescribed for "frogman" diving.

The present design of the "C" type hood, used in the RCN and other navies, has resulted in severe ear pressure being suffered by divers owing to the internal pressure on the eardrums being greater than the external. Thirty-three feet is considered to be the safe limit of diving with the current "C"-type hood, used with self-contained diving gear.

The difficulty arises from the fact that no reserve of air is maintained on the outer ears to balance the pressure reaching the inner side of the ear drums via the Eustachian tubes from the nose and mouth.

The discomfort caused by inadequate external air pressure on the ear drums is known by the divers as "reverse ears". For every 33 feet of depth, sea water exerts an additional pressure of one atmosphere on the diver. Clearance divers have frequently gone beyond the 33-foot mark without experiencing "reverse ears", but when the condition does occur it may require a lay-off from diving for periods of from two to six weeks. Sometimes the ears are affected by dives of even less than 33 feet.

Effective means have been devised by both PO Yvon Gingras (P2CD3, ON 8606-H) and CPO P. J. Nicholson (C2C14, ON 6094-H) serving in the Clearance Diving Trials and Development Unit on board HMCS *Granby*, based at Halifax.

CPO Nicholson's invention was the simpler of the two devices and, presumably, modifications to the diving suits would be relatively inexpensive. However, it was not as effective as that designed by PO Gingras in that air leakage into the suit would affect its operation and it is Gingras' invention which is undergoing further development.

The essentials of the Gingras device are two tubes leading from the face-piece to doughnut-shaped soft rubber rings, built into the hood around the



Separate answers to a problem of "frogmen"—discomfort and possible damage resulting from the internal air pressure on the ear drum exceeding the external—have been provided by PO Yvon Gingras and CPO P. J. Nicholson, both of the Clearance Diving Unit in HMCS *Granby*. The accompanying text explains how the Gingras device (left) and the Nicholson (right) work. (HS-44536A; HS-40986A)

ears. The pressure of the air breathed by the diver and that pressing externally on the ear drums is thus equalized.

The Gingras invention does not require a high degree of technical skill to fit to present diving garments and devices already fitted have for the most part been made of parts salvaged from unserviceable sets.

In its original form PO Gingras' invention had a handicap in that it interfered with the "ditching" of breathing apparatus during an emergency. Quick-release couplings are being developed.

This difficulty of disengaging breathing gear is not present in CPO Nicholson's invention, which has by no means been abandoned, although current development is concentrated on the other. It has been suggested, in the course of study, that features of both devices might well be embodied in the equipment in its final form.

The Nicholson modification consists of strong rubber cups, cemented over the ear pieces on each side of the "C"-type helmet. Small perforations allow air to seep back and forth between the cup and ear piece as water pressure increases or diminishes. The device has worked successfully in several experimental dives to a depth of 100 feet, where the diver is under a pressure of four atmospheres or approximately 45 pounds per square inch above normal.

The possibility has been foreseen that an imperfect seal around the ear

pieces might result in the escape of air into the hood. When the diver rose towards the surface, reduced pressure in the cups would, in such case, result in a partial vacuum and produced the "reverse ears" effect which the helmet modification sought to avoid. Alternatively, if the diver returned to depth, there would be no reserve of air to counteract the internal pressure.

The successful introduction of a means of preventing "reverse ears" will mean that the expression "shallow-water diving" will lose its significance in the Clearance Diving Branch and the use of some such expression as "self-contained diving" or "free diving" will more accurately describe the type of work which is being done.

Born at Honey Harbour, Ont., 32 years ago, CPO Nicholson has been in the Navy, except for a few months following the Second World War, since May 1943. He began his diving career ten years ago and was promoted to his present rank last year.

PO Gingras, a native of Montreal, joined the RCN as a steward in 1948 shortly before his 20th birthday. He transferred to the seaman branch in 1950 and took up diving two years later. In 1953, at the end of his first five years, he left for "civvy street" but was back in the diving business again with the RCN before the snow flew that fall. He transferred to the Clearance Diving Branch in 1955, the year he was promoted to petty officer second class.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Labrador*

HMCS *Labrador* is spending the summer in Canada's Arctic waters again and will doubtless continue to add to her previous lists of "firsts" in those rarely visited waters, but it is not on these activities alone that she has to rely for her fame.

A recent example of the *Labrador's* good work elsewhere is found in her April visit to Oslo, Norway. An assessment of the value of her visit to the Norwegian capital is found in the report from the Canadian Embassy there by the chargé d'Affaires, J. E. Thibault, who wrote to the Department of External Affairs in Ottawa that "It is not too much to say that the ship's visit which lasted for a week, added immensely to the already imposing fund of good-will existing towards Canada.

"The vessel was not, of course, unknown to the Norwegian public. Many, as we have had occasion to mention earlier, and as both the Norwegian Government and press were to justify during the course of the visit, recalled with pleasure the readiness with which the Canadian Government responded to the request for assistance to the Norwegian sealing vessels icebound off the east coast of Greenland last April (1956). There can be little doubt that this gesture on the part of the Canadian authorities contributed greatly to making of the *Labrador's* visit the success that it was.

"In addition, the imposing record of the ship's achievements in the Arctic and in particular its value to the Canadian Government as an icebreaker and ice patrol vessel (which had long preceded her arrival in Oslo) could not but commend the *Labrador* to the attention of the Navy, local ship-builders and owners, scientists and explorers alike."

Among the many highlights of the *Labrador's* visit was the impromptu presentation of a leather-bound volume, "They Were from Norway," made by the Minister of Fisheries, Nils Lyso, to the ship's captain as a memento of the *Labrador's* response to the appeal for help for the Norwegian sealers marooned in ice off Greenland in 1956.



Nils Lyso, Norway's Minister of Fisheries, presented a book "They Were from Norway", to Captain T. C. Pullen, of Oakville and Halifax, commanding officer of HMCS *Labrador*, on board the Arctic patrol ship during her spring visit to Oslo. The book contains biographical data on prominent Norwegians in various fields of endeavour. (LAB-2067)

In making the presentation, Mr. Lyso said:

"To the Norwegians, and especially to the Norwegian fishermen and sealers, it was a great pleasure, Captain, to record the readiness with which you and your crew altered your course to rescue the Norwegian sealers marooned in ice off the coast of Greenland in April, 1956.

"Captain, I should like to extend to you and your officers and men of the *Labrador* the heartiest thanks from Norway, her government and especially from the Norwegian fishermen and sealers. May I ask you, Captain, to accept this book to be included in the library of your ship as a memento of the gallantry shown by HMCS *Labrador*, her officers and men.

"Captain—I, the fishermen and sealers of Norway thank you."

In concluding his report on the *Labrador's* Oslo visit, Mr. Thibault, the Canadian chargé d'Affaires, said:

"I should not wish to close this account of the *Labrador's* visit without placing on record my thanks to the commanding officer, officers and men

of the *Labrador* for the excellence of their behaviour while in Norway. The visit was carried out in the best of the Navy's high traditions."

HMCS *Micmac*

HMCS *Micmac*, with the remainder of the First Canadian Escort Squadron, sailed from Halifax on February 6, on what proved to be a long and most interesting cruise.

We proceeded directly to Guantanamo Bay, Cuba, where individual ship drills and workups were carried out preparatory to taking part in "Exercise Springboard 57". During "Springboard" we hunted submarines like mad, carried out gun-firing drills at towed targets, bombardments and anti-aircraft practice, and firing at drogues (claiming two of the latter) until we were all deaf. We also carried out torpedo attacks as often as practicable.

These exercises kept us very busy during the week but on the weekends we were able to relax in San Juan, Puerto Rico, or Charlotte Amalie, St. Thomas (Virgin Islands). The exercises were good training and we are a better ship for having taken part.

In all phases of the exercises the *Micmac* proved herself, and was extremely successful in anti-submarine operations.

On Sunday March 17, Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, inspected the ships' companies of the First and Third Canadian Escort Squadrons. The inspection and march past took place on the jetty at Fernandes Juncos, the U.S. Army (Reserve) station at San Juan, Puerto Rico.

In company with the *Algonquin*, on March 20 we set course for La Guaira, Venezuela, which is the seacoast port for Caracas, the capital. Caracas is located some 10 miles inland, on the opposite side of the coast range of mountains from La Guaira, and there is a marvellous superhighway connecting the two cities, with a tunnel over a mile in length, and several spectacular bridges over deep chasms.

Conducted tours to all points of interest were provided for our men and the ride of the "Teleferico", an aerial cableway over vast valleys and chasms.

At the very top of the mountain, accessible only by teleferico, is the fabulous Humboldt Hotel, named after the German explorer. The hotel is circular in shape and the claim is that every room has a view. It was due to open in April for business, at the very reasonable rate, (for Venezuela anyway) of \$20 a day-for a suite. Also novel is the artificial ice skating rink located

at the top of the teleferico, and many of us took advantage of this opportunity to see if we could still stand up on the blades.

From La Guaira, we sailed to Courland Bay on the north coast of Tobago, where our sailors held a banyan on the beach and our whaler, with three officers and four petty officers set out for Grenada, a distance of some 76 miles across the open sea. They made the trip successfully and were waiting for us when we steamed into St. Georges harbour the next morning, March 30 at 0930. At Grenada, we were welcomed by the Governor of the Windward Islands, Sir Colin Deverell.

At noon on April 8, we set off at 25 knots for Tampa, Florida, with a short stop at Roosevelt Roads to fuel, arriving at 1600 Friday 12 April. We only had the weekend at Tampa, but a conducted tour of Cypress Gardens was arranged for the men and the officers were well entertained at a dinner given by the Tampa Chamber of Commerce on Sunday night.

Leaving Tampa on Monday morning we headed for Key West, where we refuelled before our visit to Fort Lauderdale. We were at Fort Lauderdale for six days and the entertainment was the usual Florida vacation type, and tours of the Everglades were made available to our boys at a reasonable price. Beaches were plentiful close by and no more entertainment was re-

quired, as they were populated by hundreds of beautiful girls.

Finally we had to leave, and headed for Bermuda, conducting exercises with both squadrons and HMS *Amphion* en route. We arrived in Bermuda, refuelled and sailed alone for Newport, R.I., where we went into dock to effect minor repairs. On Monday, May 6, we sailed to join in "Exercise New Broom VII" which was a NATO anti-submarine convoy exercise. The exercise completed, we set course for Halifax at a speed of 22 knots, arriving at 1600 Thursday, May 9, to be greeted by crowds of wives and children, who no doubt were feeling very neglected by this time.

HMCS D'Iberville

This spring all new entries visited the No. 1 Mobile Anti-Submarine Training Unit, which was temporarily located in HMCS *Montcalm*. The tour was arranged by Lt.-Cdr. (TAS) F. Lubin, officer-in-charge of the unit. The visit proved valuable and added to the indoctrination of new entries under training.

Captain P. B. Ryan, United States Naval Attaché in Ottawa visited *D'Iberville*. He was accompanied by Lt.-Cdr. Smiegocki, USN, Assistant Operations Officer to Rear-Admiral L. R. Daspit, USN Commander Cruiser Division Six. Plans were formulated for the July visit of the ships of midshipmen cruise "Charlie".

Battle of the Atlantic Sunday was celebrated on Sunday May 5. Personnel from *D'Iberville*, *Montcalm*, Principal Naval Overseer *Lauzon*, Laval University Naval Training Division and Royal Canadian Sea Cadets Corps *Champlain* marched through the streets of Quebec City after stopping at "La Croix du Sacrifice" where a wreath was laid by the commanding officers of *D'Iberville* and *Montcalm*. At the march past in front of the Armouries, the salute was taken by the Solicitor General and Minister of Transport and Commerce for the Province of Quebec, Antoine Rivard.

In May cadets of RMC Kingston, visited the establishment, accompanied by three of their language instructors.

Lt. W. Mock retired on May 9 after close to six years of service in *D'Iberville*.

PACIFIC COMMAND

HMCS *Cayuga*

The *Cayuga* left Esquimalt late in April, for San Diego, Calif., in company with ships of the Second Canadian Escort Squadron to exercise with units of the United States Navy.



Four-year-old Gill Dion, whose father AB Jean Dion is serving on board the *Bonaventure*, isn't all that keen to get his first polio shot. He was one of nearly 700 children at Shannon Park who recently received anti-polio shots. Administering the needle is Surg. Lt. James T. Snow and assisting is Lt. (MN) Marian Coote.

The weather being pleasant, an ideal opportunity was afforded to carry out various exercises and evolutions before arrival in southern California. On passing a jackstay between the *Crescent* and the *Cayuga* it was considered a perfect time to transfer someone by bosun's chair.

As the *Crescent* had a man confined to sick bay with a sore throat, the medical officer in the *Cayuga* seemed to be the logical one to transfer. It was later reported that upon his arrival on board the *Crescent* he was heard to ask: "When does the next train leave for Esquimalt?"

During our exercises an anti-aircraft shoot was arranged and along with two American destroyers all guns were given an opportunity to fire at the drogue. After passing over the *Cayuga* three times and having two drogues brought down and one damaged, the aircraft commented it had better give the other two ships a chance before it ran out of drogues.

The next day, during torpedo firings, with one of the American ships as a target, the Torpedo Department, not to be outdone by the Gunners, scored two direct hits in a salvo of four torpedoes. This display of firing led the USS *Bradford* to send the following signal: "With your quick draw and deadly aim, suggest change of voice call from MOTOROLA to WYATT EARP".

Following the operational side of our cruise a four-day rest period had been arranged in San Francisco from May 18 to 22. Everyone assured us that the rain encountered there was most unseasonal and that May generally is one of their better months.

While in San Francisco it was noted in one of the newspapers that a drive for 1,000 pints of blood for Fort Miley Veterans' Hospital had fallen far short of the anticipated amount. A canvass was immediately made of the ship to see if we in any way could help out the veterans.

The response was immediate and within 15 minutes 70 volunteers were obtained. By the next morning, the original list was expanded to 92 volunteers, who left the ship in two bus loads two hours apart and in very little time had contributed a pint of blood to a very worthy cause and at the same time helped considerably to increase the deposit in the blood bank.

This effort on the part of the ship's company so caught the imagination of the Canadian Consulate and the San Francisco newspapers that the latter afforded considerable space in their publications.

HMC Ships

Fortune and James Bay

On March 22, Lt.-Cdr. C. G. Smith shifted his command from the *Comox* to the *Fortune* and the latter, with the *James Bay* in company, sailed for the northern operations area.

After calls at Alert Bay and Bella Bella, the *Fortune* arrived at Prince Rupert March 30. Personnel from *Chatham*, the Prince Rupert naval division, were given a lecture in mine-sweeping and were taken on a tour of the ship. The following day they were taken to sea to witness various phases of minesweeping.

The *James Bay*, meanwhile, visited Massett and Port Clements in the Queen Charlottes. Embarked in the ship was Chaplain (P) J. A. Roberts, of *Malahat*, and he conducted church services and held Communion in these villages.

The two sweepers affected a rendezvous April 1 and sailed north into Alaskan waters, negotiating the inside passage and Wrangell Narrows, arriving at Juneau April 2. Although this stretch of water is very narrow with strong currents, the excellent system of buoyage and transits made an extremely interesting passage. As far as can be ascertained the *Fortune* and *James Bay* are the first RCN ships to pass through these Narrows.

After leaving Juneau, a brief call was made at Ketchikan and the ships arrived at Prince Rupert for further RCN(R) training. On April 8 the ships carried out a wire sweep through Petrel Channel ahead of HMCS *Ste. Therese*, which was wearing the flag of Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast. The previous week, wire sweeps were carried out in Mussel Inlet and Sheep Passage.

On the return trip, the *James Bay* rescued a fisherman from a makeshift raft off Port Hardy. He had been driven ashore on an island in the Gordon group and, after a week had passed, built himself a raft and set out for Vancouver Island. He was subsequently taken to Alert Bay.

By the time the ships had returned to Esquimalt, the *Comox* had sailed for Halifax with Lt.-Cdr. P. R. Hinton in command. A second loss to the Squadron was the paying-off of the *Cordova* into the Reserve Fleet.

NAVAL DIVISIONS

HMCS Nonsuch

Highlight of a busy winter season for the *Nonsuch* band was a band concert in aid of the Canadian Hungarian

Relief Fund in the Edmonton naval division's drill hall.

The 25-piece navy band under the direction of W. J. Acthymichuk and PO William Halliwell played a diversified program including "Gold and Silver Waltz", "Joyous Noel", "Bless This House", a euphonium solo beautifully played by AB George Willoughby, and popular marches such as "Under the Double Eagle", "Colonel Bogey on Parade" and "Heart of Oak".

"Wee MacGregor Patrol", a novelty number, was very much enjoyed by the audience, and especially appreciated by those Scotsmen who came to hear the concert. Ldg. Sea. Harry Goldberg sang several numbers, including "Graduation Day", "The Nearness of You" and "White Christmas". Ldg. Sea. George Ninian and AB Ronald Bushell were featured in "Buddies" and a coronet solo of "Tramp, Tramp, Tramp" was presented by Ldg. Sea. Jack Winter.

The highlight of the whole program was the impersonations given by Ldg. Sea. Gerald Josey. "Gerry" does a tremendous "take-off" of Elvis Presley and Johnny Ray. He had several encores.

For its finale, the band played its famous march, "HMCS *Nonsuch*" written and arranged by CPO William Halliwell.

The concert was arranged by Cdr. Norman S. Cameron, commanding officer of *Nonsuch*, in conjunction with Frank S. Lieber, chairman of the Canadian Hungarian Relief Fund in the Edmonton area.

A silver collection was taken with all proceeds going to the Hungarian relief fund and, despite the cold, miserable weather, there was an excellent turnout.—J.R.H.

HMCS Montcalm

At *Montcalm's* annual inspection, Captain A. F. Picard presented a number of trophies to members of the ship's company. The best new entry for the year was Ord. Sea. L. A. Gallichon and the best wren, Wren M. L. Aubin. The award for the best man of the specialist branches went to Ord. Sea. J. P. Grenier while Ord. Sea. A. J. C. L. Garon won the QR 3's award.

A problem peculiar to the naval divisions of Quebec Province is the English language. Although all the officers and senior rating speak English quite well, all the new entries do not. To overcome this difficulty for French-speaking personnel, *Montcalm* has been giving an English course on Wednesday evenings. Lt. J. A. P. Bussieres has about 25 members of the ship's company attending the lectures.—R.L.W.

THE STORMY CAREER OF 'JACK' FISHER

IT TAKES a Professor of History at the University of Hawaii to select and edit the correspondence of one of the most controversial figures in the revolutionary changes which swept the Royal Navy at the beginning of this century. No fellow countryman of Admiral Sir John Fisher would dare to venture in such tempestuous seas.

Professor Marder, who devoted his first volume to Fisher's correspondence prior to 1904, carries on the fascinating story of this volcanic naval officer who dominated the Admiralty during the period 1904-14.

The letters are easy and exciting to read. For the layman not versed in the facts of naval policy and administration during the decade preceding the First World War there is a valuable preface which provides the necessary background to appreciate the prolific pen of the First Sea Lord.

"Jack" Fisher emerges from his correspondence as a far-seeing genius, yet brutal in his determination to meet the twentieth century challenge of a new enemy, new ships, new weapons and a new strategy. It was fortunate that Fisher was at the Admiralty at the peak of the Anglo-German naval race, for the trident was at stake. Fisher was compelled to speak and write at the top of his voice to obtain encouragement from the politicians. Hence the forthright language and the constant underlining in his letters for the sake of emphasis. Little wonder was it that his friends included such a dynamic figure as Admiral Sir Percy Scott (who should be the patron saint of all gunners), who insisted on naval guns hitting the target during practice shoots.

Many letters call the attention of the undiscerning to the importance of the sailor learning his trade where alone he can learn it, at sea.

Although he was often judged a poor strategist, Fisher proves himself an excellent developer of new tactics. He built the *Dreadnought*, the first of the Royal Navy's "all-big-gun" battleships, redistributed the naval forces, concentrating his main strength in the North Sea—the large scale reductions in squadrons abroad saw the reduction to care and maintenance of the dockyards at Esquimalt and Halifax and the establishment of the Royal Canadian Navy in 1910—opened the Naval War College at Greenwich, and tried

to make the executive and engineer officers interchangeable. He was one of the few persons genuinely interested in submarines at the beginning of the century and foresaw all naval developments except the implications of air power.

Brief references are made to the ill-fated Canadian Naval Aid Bill of 1913, and Sir Wilfrid Laurier and Sir Robert Borden.

The voluminous correspondence to First Lords McKenna and Churchill not only pays tribute to the prophetic foresight of Fisher but also discloses the bitter rivalry and hatreds which his sweeping changes created and which led to professional friction between the two schools, composed of the followers of Sir John and Admiral Lord Charles

BOOKS for the SAILOR

Beresford. Therein lies a lesson for all naval administrators today.

The author has given us a new kind of approach to naval history and he has clearly enjoyed his work. It is an excellent idea to add to this series in a future volume which will cover the period 1914-20. We can look forward to reading the intimate details of the great friendship between Fisher and Churchill which was sadly embittered when the Dardanelles campaign did not go according to plan.—L.F.

FEAR GOD AND DREAD NOUGHT, VOLUME II: THE YEARS OF POWER, selected and edited by Arthur J. Marder, Clarke, Irwin & Company, Toronto. \$7.00.

THE USN's DRAMATIC STORY MADE EASY

FROM MEN without training sailing a handful of privateers to highly skilled specialists manning one of the largest and most varied fleets in the world—that is the story of the United States Navy. It is told in "The Compact History of the United States Navy" written by the late Fletcher Pratt, well-known naval and military writer, novelist, and magazine writer.

This is not a study of naval tactics and strategy, but a review of almost 200 years of development from the makeshift continental navy of the American revolution to the atomic submarines and super-carriers of the present day. It is also the story of the men who contributed to the USN's growth and its traditions—the daring of John Paul Jones, the determination of David Farragut, the spirit of Stephen Decatur, the cold logic of Raymond Spruance, and the quiet understanding of Chester Nimitz. The book is written as a popular history, is profusely illustrated and makes for enjoyable, as well as informative, reading.

The struggling American colonies realized sea power was the vital ingredient of success in a battle and had a navy of sorts during the 1770s but it was not until 1798 that the Navy Department was established. The infant United States Navy began a quiet growth but it was not regarded as a potent force even in its own country,

but the War of 1812 changed that. The navy scored remarkable (all the more so because they were unexpected) victories, particularly on Lake Champlain, against the British. The USN emerged as "pound for pound the most formidable fighting service in the world".

There were gains from this recognition as officers and men were attracted to a career in the navy. The American ships began to sail the seas and provide travel and adventure for young men. There were other developments too, such as the setting of uniform standards for the men early in the 1840s. Until that time men wore pretty much what they pleased aboard the ships, even though they had a uniform for dress wear. The officers had had uniforms for some time.

But for all this interest and progress, other factors dominated the navy's story in the 1850s and early 1860s. The promotions were few and far between as there was no retirement system. There are records of midshipmen still waiting for promotion at the age of 50. There were controversies over flogging and other abuses. However, changes in the promotion and retirement systems were made largely through the work of Matthew Perry, and congress moved to end the abuses.

The navy moved further as the result of the war between the north and the south, which brought about a fan-

tastic expansion. From 1861 to 1865 the fleet increased from 90 ships to 670, from 8,800 officers and men to 57,800, and the budget from \$12 million to \$123 million. New ships were built by the score and one of the most famous of these was the remarkable gunboat *Monitor*, which was described by a Union Navy man as a cheesebox on a raft—the first of the ironclads.

But with the end of the war came "the long sleep". The ships built so rapidly were for special jobs—ironclads and tinclads suited for action on rivers and lakes—and most of them were put out of service. During the next 18 years only two gunboats were laid down to replace the ships discarded. It was not until 1883 that more ships were ordered, including the USN's first submarine, the *Plunger*. By this time the Naval Academy at Annapolis had been established and there was further evidence of some resurgence as Cdr. Alfred T. Mahan, probably the world's foremost writer on sea power, was put in charge of the Naval War College set up in an abandoned poorhouse.

The ships built in the late 1800s and the early 1900s were big — with big guns — in keeping with the new concept of a line of battle powerful enough to defend American interests anywhere in the world. The fleet consisted of battleships, armoured cruisers, and large destroyers. These are the ships with which the American Navy entered the First World War in 1916. However, its part in the war was small. Accordingly the author devotes only 10 pages to the USN contribution which

he says was not dominant but was useful because it came at a time when the British and French were sorely pressed.

The USN suffered from the isolationism policy during the 1920s and again experienced the usual doldrums that followed a war. It was not until Franklin D. Roosevelt became president in 1933 that shipbuilding and training programs began in earnest. The fleet was still developing when World War Two broke out. Then on December 7, 1941, came the tragedy of Pearl Harbour, probably one of the most significant dates in American naval history.

It is not the intention to review the actions during the Second World War



as they are well known to most readers. The narrative of battles, including Midway, Guadalcanal, the Solomons, the landings at Sicily and Normandy, are covered in about 100 pages of the 328-page book. It is well-organized and easy to read. The accounts do not deal with strategy and policy but rather with the story of the actions of the ships, aircraft and submarines in the Atlantic and Pacific.

Despite the major setback when all eight battleships were damaged at Pearl Harbour, the great productive powers of American industry poured new ships and weapons into the fray at an astonishing rate. This, plus the rapid and intensive training program, helped build the most powerful fleet in the world.

Following the war the concept of specialized ships, which began in the latter phases of the Second World War continued and was expanding. This is going on today with the super-carriers, nuclear-powered submarines, and missile launching ships and submarines. The author says more changes are imminent: "At some point in the decade of the 1960s we will have a brand new navy. Built from scratch, it will be atomic-powered, ready to use nuclear weapons against targets at sea or ashore. And ready, by every indication, to send these deadly weapons hundreds or thousands of miles by guided missiles."

The author died shortly after he completed the book and final work was done by the late Capt. Walter Karig, USN, and Cdr. Hartley E. Howe, USNR. The illustrations, which open each paragraph are by the late Louis Priscilla. These line drawings of square-jawed, dedicated officers and men, are done with simple, bold strokes and contribute considerably to the atmosphere of the book. The layout is clean and the type is large and easy to read.—A.J.P.

THE COMPACT HISTORY OF THE UNITED STATES NAVY, by Fletcher Pratt; Hawthorn Books Inc., New York; 328 pages illustrated, \$4.95.

The Sault Ste. Marie squeezes through an opening in a huge concrete structure that is part of the Canadian power project in the Morrisburg Canal of the St. Lawrence Seaway. The "Soo", senior ship, was followed from Halifax by sister-Algerines Wallaceburg and Portage to the Great Lakes Naval Training Centre in Hamilton where they provide summer training afloat for RCN(R) new entries on annual training. Lt.-Cdr. Robert M. Green is commanding officer of the Sault Ste. Marie and senior officer of the coastal escort squadron. (O-9547)



THE NAVY PLAYS

New Blood for Softball Team

The Navy's softball entry in the Halifax Senior "A" Softball League has undergone a major rebuilding in preparation for the current season. League play commenced on June 3.

Coach Eddie McSweeney had been faced with the problem of having only four of the previous season's players available for the opening weeks and two others available near the latter part of June.

Pitching is one of the major problems still facing the team and right-handed pitcher Cliff Latham was bearing the brunt until the return of Jackie Pierce.

Among the returnees are Gordie Rushton, shortstop, Latham, Adam Parouch, catcher, and Jimmy Gill, centrefield. Expected to return are Pierce and Joe Pattenden, second baseman.

Dozens of prospective players responded to the call, and among the newcomers are Fred Hackley, second base, and Tom Walton.

Admiral Guest At Football Dinner

Rear-Admiral R. E. S. Bidwell was the guest of honour at the Nova Scotia Football League's second annual awards dinner, held recently at HMCS *Stadacona*.

The occasion was to honour winners of awards voted and won during the 1956 season and was combined with a testimonial dinner to Rear-Admiral Bidwell, who was lauded as Canadian football's best friend in the Maritimes.

President George Hawkins, of the NSFL, presented Admiral Bidwell with a set of golf clubs as "small token of the league's esteem for one of the best friends it has ever had".

Admiral Bidwell cited the splendid progress of the game and the improved brand of ball in evidence.

Among the trophies presented was the championship Purdy Trophy, by donor Carson Purdy, to Bob Hayes, captain of the champion Shearwater Flyers. Admiral Bidwell presented the trophy given the league by himself and Mrs. Bidwell for schedule winners, to co-coach Gordie Johnston of the Greenwood Bombers. The Herald Trophy was



A two-mile cross country race was held at HMCS Gloucester, naval radio station near Ottawa, on May 29, with 92 men under training in the race. Ord. Sea. Ed. Arsenault, 19, of Shediac, N.B., (inset), broke the record in 11 minutes, 11 seconds, and his class, 30A, was in the winning team with 347 points. The runner-up team had 227 points. The event is held monthly throughout the summer, sometimes combined with a tabloid of sports. (O-9576, O-9574)



given by sports editor Ace Foley to Dalhousie's Gordie Rankin.

Presented in absentia were the CHNS Trophy (won by Ron Binnie), the Milovich Trophy (won by Don Mulligan) and the Duffus Trophy (won by Don Nicholson).

String of Successes For Ontario Team

St. Barbara, the patron saint of gunners, has been good to the rifle team of HMCS *Ontario* and the recent trip to the Far East was no exception.

Primed by victories in Barbados and Antigua last year, in both .22 and .303 full bore, the *Ontario's* rifle team charged into the 1956 Pacific Command rifle matches taking the Services Six Match, Bren Gun Match, and most of the team placed well in the individual

matches in their respective classes. Before the Far East cruise they defeated an RCMP team in .22 competition.

On the Far East cruise the team started off against the Guam Inter-Service Team. Although the team was defeated by six points, team captain PO John Pringle was high shooter for the match.

In Manila they matched in small bore against the Philippine Army and the U.S. Marine Corps. They defeated the Marine Corps but were in turn defeated by the Philippine Army squad which was of Olympic calibre. In the latter match Ldg. Sea. Gordon Boyd placed well with a score of 190/200 bettered only by the Olympic star of the Philippine squad with a score 199/200.

Singapore provided a very interesting match with the Special Airborne

Service (British Paratroops) where both sides used the FN .308. *Ontario* won the day and CPO Donald McCulloch excelled with a triple possible at 100 yards, a perfect score.

In Hong Kong the *Ontario* competed against a composite team from HMS *Tamar* and the Royal Marines. Once again the *Ontario's* marksmen were victorious, and the presentation of a silver spoon for high score of the day was made to PO Robert Parsons.

During the cruise the *Ontario's* rifle team included CPO Jim Ross, CPO Elmer Dodds, CPO Donald McCulloch, PO Lorne Skinner, PO John Pringle (captain), PO Robert Parsons, Ldg. Sea. Gordon Boyd and AB Edward Watts.

Cornwallis Tops All Competitors

In the Atlantic Command, *Cornwallis* invaded the pool at *Stadacona* to overwhelm the rest of the field and capture the Atlantic Command Swimming and Diving Championships.

They piled up 64 points, six better than *Stadacona*. The ships' teams were off their pace with 15, while *Shearwater* trailed with nine.

There were 26 heats in the 12 events, with 62 contestants. *Cornwallis* took eight firsts, including relays and diving, and were second in three events, third in four and fourth in two. "*Stad*" had four first, eight seconds, four thirds and one fourth.

Commodore E. W. Finch-Noyes, Commodore RCN Barracks, presented the trophies and prizes at the conclusion of the meet.

Montcalm Forms Marksmen's Club

Thirty-four members of *Montcalm's* Rifle Club have been turning out regularly on Thursday evenings to make a very active year in shooting for the division. This was their first year of operation.

CPO T. J. O'Connell took the club's trophy for best individual score.

The club, however, did not place well in the interdivisional shoot, but is looking forward to better shooting next year.

Sports Stressed During Cruise

From January 7 to May 3, 1957, Task Unit 303.0.0 consisting of HMC Ships *Ontario*, *Jonquiere* and *Stettler* cruised to the Far East on a *Venture* cadet training cruise. During this cruise all sports were strongly emphasized and

inter-ship and inter-divisional sports programs flourished.

The highlights of the sports activities centred around the squadron teams which competed against U.S. and British Armed Forces and local teams in Hawaii, Guam, the Philippines, Singapore, Hong Kong, and Japan with the following results:

| Sport | Played | Won | Lost |
|----------------------------------------|--------|-----|------|
| Softball | 8 | 6 | 2 |
| Basketball | 6 | 2 | 4 |
| Soccer | 3 | 0 | 3 |
| Boxing | 1 | 1 | 0 |
| Ice Hockey | 1 | 0 | 1 |
| Sailing—Ship's dinghies sailed 3 times | | | |
| Squash | 2 | 0 | 2 |
| Swimming | 2 | 1 | 1 |
| Roller Hockey | 2 | 2 | 0 |
| Tennis | 4 | | |

(Non-competitive)

At Hong Kong squadron boxers were matched against the Royal Naval Establishment and ships present in the port. Although more than 50 per cent of the squadron team had not boxed competitively before, they gained victory by a narrow margin.

Also at Hong Kong a strong team from the Hong Kong Softball Association was matched against the squadron. The game was won by the squadron team 2-1.

In ice hockey a squadron team, assembled after three hours of practice, met the Japanese National Ice Hockey Team at Tokyo.

Publicity in the Japanese press brought attendance to about 3,000. Although the game ended in a lopsided victory for the Japanese, great interest was shown in the Canadian Navy team.

Wrens Compete In Sports Weekend

Twenty-four wrens from *Stadacona* and *Shearwater* journeyed to *Cornwallis* recently to take part in a weekend of sports activities with wrens from *Cornwallis*.

Competitions included swimming, volleyball and basketball, and *Cornwallis* took all events, although in basketball the margin was slim.

Daerwood Corps Sets Rifle Record

A new all-time Canadian record has been established in the Royal Canadian Sea Cadet movement by RCSCC *Daerwood* of Selkirk, Manitoba. For the fourth consecutive year it has won the Navy League of Canada's National Small Bore Rifle Competition, for which

the Hunt Memorial Trophy is awarded and medals given to each member of the team.

The corps is becoming noted around the world for its marksmanship, since it placed second in the first world-wide Sea Cadet Competition in 1956. This year's national event was won with the excellent score of 95.5 of a possible 100. In second place was RCSCC *Westmount* of Sydney, Nova Scotia, with a score of 95.0, and RCSCC *Ajax* of Guelph placed third, scoring 92.158.

This national competition was conducted for the Navy League of Canada by the Dominion of Canada Rifle Association.

In recognition of Selkirk's continued success in marksmanship, one of its team members, Leading Cadet Kenneth Davidson, is included in the party of sea cadets selected from across Canada, to participate in the Empire and Commonwealth Sea Cadet Camp in England July 1 to 14. Also included in the party are two other Sea Cadets who were on winning teams in last year's International Competition. They are Sea Cadet Petty Officer Gregor McPherson of New Waterford, N.S., and Petty Officer Garfield Lewis of Sydney, N.S.

Indications are that RCSCC *Daerwood* has in mind retaining its championship status for an indefinite period, and even winning this year's world competition — for which the Duke of Edinburgh's Ship's Bell is awarded — inasmuch as the corps is constructing a new and modern rifle range, to replace the cellar excavation which it has been using so successfully to date.

Cayuga Outplays USN Softballers

HMCS *Cayuga*, of the Pacific Command's Second Canadian Escort Squadron, won for herself a record in softball against USN ships. She challenged and defeated several American ships, including the two games of a double-header against USS *Hanson*, which had held a perfect record for two years.

The results of this game brought a number of challenges, all of which were fought to victory by the *Cayuga*.

Armament Depot Retains Crown

Naval Armament Depot, defending champions in the Town of Dartmouth annual Men's Bowling Tournament, retained their candlepin crown in a sensational 1,614 game against their nearest rivals, the Church League, to win the tourney by 21 points.

LOWER DECK PROMOTIONS

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

ABRAHAMSON, John H.....LSEM1
 AMYOTTE, James P.....P2AC2
 ANDREWS, Lewis B.....LSTD2
 ANTHONY, Kenneth L.....LSEM1
 ARCHIBALD, Ian J.....LSEM1
 ASHCROFT, Leonard C.....LSCR1
 ATKINSON, Donald H.....LSEM1

BAIRD, William C.....LSRC2
 BARTER, Derek R.....P2EM2
 BEAUCHEMIN, Rene J.....LSSW2
 BECKETT, William G.....C2RA4
 BEESON, Harry T.....LSAR1
 BELL, Robert S.....P2EN2
 BELLIVEAU, Raymond J.....C2PCS4
 BENNETT, George C.....P2CS3
 BENNETT, Richard J.....LSRP1
 BENNETT, Robert S.....LSQM1
 BERNARD, Gerard J.....LSAM2
 BISHOP, Foster F.....LSEF3
 BLANEY, Jack A.....LSRP1
 BOURBEAU, Denis J.....LSNS2
 BOWES, John W.....LSAA2
 BOYLE, Paul E.....C2PI4
 BRAIN, Sydney F.....C2GI4
 BROWN, Bruce D.....LSEF2
 BRUNN, David W.....LSTD1
 BULLOCH, Carleton D.....LSSE1

CAMPBELL, Norman T.....LSQM1
 CARPENTER, Roy M.....P1ET4
 CARROL, Leo B.....LSCR1
 CATHCART, Donald S.....P2TD2
 CHRISTIE, Adam H.....C2CR3
 CLARKE, Gordon A.....LSCK1
 CLAYTON, Allen D.....P2RS3
 COATES, Ronald G.....LSCV1
 COCKRILL, Donal V.....LSEM2
 COLDHAM, Gordon J.....P2EA3
 COLLINS, Joseph R.....LSTD2
 CONNERS, Merritt R.....P2EM2
 CONROY, Frances D.....P2EA3
 CROWSHAW, Stanley W.....LSRP1
 CULLIGAN, Joseph R.....LSEF3
 CURRY, Donald G.....P2CV2

DALY, Brendan G.....LSTD1
 DAVEY, Thomas W.....LSQM1
 DECKER, Murray G.....LSOM2
 DENTON, Earl G.....LSEM1
 DeWOLFE, James P.....LSAA1
 DOAK, William.....P2EM2
 DOIRON, Reginald I.....LSEF2
 DONALDSON, James E.....C2AC3
 DONNER, George W.....P2AF2
 DONOVAN, James H.....P2RS3
 DONS, Ernest F.....LSEM1
 DOUCET, Raymond C.....LSCK2
 DOUGLAS, Jack R.....LSTD1
 DOWHEY, Steve.....P1EM4
 DOWNEY, George A.....LSTD2
 DOYLE, Peter M.....P2QR2
 DUNCAN, James A.....P2CV2
 DUNN, Robert A.....LSTD1
 DUNNING, Terence R.....LSPW1

ECKHARDT, Harold F.....LSAA1
 EDWARDS, Keith E.....LSAR1
 ELLIOTT, Dale C.....LSAA1
 ELLIOTT, William H.....LSRP2
 ESTENSEN, Edward G.....P2QR2
 ESTEY, James A.....P2EA3
 ETHIER, Gilles J.....LSCK1
 EVANS, Donald C.....P2EM2

FERRIER, Frank.....LSRP1
 FOX, Bradford B.....P1ER4
 FRASER, Thomas J.....C1RI4
 FRIEND, John F.....LSRP2
 FROST, Muriel I.....WLCY2

GABRIEL, Philip M.....LSQR1
 GAYTON, Gary L.....LSQM1
 GERMAINE, Donald P.....LSEM1
 GIBSON, Roderick A.....LSRA2
 GILSON, Percy R.....P2CS3
 GRANDY, David L.....LSEM1
 GRANT, Leslie H.....LSPW1
 GREEN, James E.....P2RN3
 GRIFFIN, Lawrence R.....LSRT3
 GRIST, Cecil B.....LSEM1

HALL, John D.....C2GI4
 HANISCH, Victor C.....LSCR1
 HANSEN, Harold L.....P1EM4
 HARVEY, James S.....LSRP1
 HAWKHURST, William R.....P1EM4

HENDERSON, Edward I.....LSAC2
 HIGHGATE, George A.....LSRP1
 HILL, Ian A.....P1PC3
 HODGE, Wells J.....LSAF1
 HOLLISTON, Harley A.....P1ER4
 HUNTER, John J.....P2CV2

JEFFERY, Roy V.....LSRP1
 JENSON, Robert H.....LSQM2
 JOHNSON, Francois A.....LSRP2
 JOHNSON, Kenneth E.....P2EF3
 JOHNSON, Robert D.....LSEM1
 JOHNSTON, Keith T.....LSQM1
 JONES, Donald H.....LSEM1
 JUDSON, Roland.....P2CR2

KEENAN, Donald R.....LSAW1
 KELLY, Albert E.....P1EM4
 KILBY, Martin D.....LSCR1

LACOURSIERE, Roger C.....LSOM2
 LAROCQUE, Clifford W.....LSQM1
 LARSEN, Robert.....LSCD2
 LOWTHER, David T.....LSEM1

MacISAAC, David M.....LSCR1
 MacKENZIE, John R.....P2EM2
 McCULLEY, William.....LSEM1
 McDONALD, Robert A.....LSCR1
 McHARDY, James D.....LSCR1
 McINTOSH, William S.....LSEM1



"Well, really, we don't like having our pictures taken—just wait until we preen our feathers a bit. Therel How's that?" AB Donald Coughlin's five fine-feathered friends took up this pose in the Parrot Jungle near Miami which he visited while his helicopter squadron, HS 50, was at Key West, Florida, for three months of anti-submarine exercises with the USN. (DNS-17257-144)

McKAY, Raymond D.....P2SE2
 McLELLAN, Alexander G.....LSEM1
 MANDER, Douglas M.....LSQM2
 MARKS, John D.....LSSW2
 MASKELL, Ralph.....C2PC4
 MATHESON, Frances G.....LSTD2
 MEIKLE, Bruce E.....LSCV1
 MEUNIER, Rene W.....LSEM1
 MICHAUD, Howard M.....P2EA3
 MILBURNE, Michael.....LSRA2
 MILLIGAN, John W.....LSRP2
 MILTON, James T.....LSEM1
 MORELAND, Vernon L.....LSTD1
 MURFITT, William J.....LSAR1
 MURRAY, William.....P1EM4

NASH, Ronald A.....P2RW3
 NEILL, Hary A.....LSTD2
 NEWSTEAD, John C.....LSEM1
 NOYES, Donald C.....LSAC2
 NUNNERLEY, Richard.....P1PC3

O'BRAY, Larry C.....LSQM1
 O'GRADY, Raymond H.....LSSE1
 OKE, Bob R.....LSEM1
 O'NEIL, Joseph A.....LSEM1
 ORCHERTON, Donald R.....P2EM2

PATRICK, Richard H.....LSAO2
 PAULSON, Melvin A.....LSEM1
 PENNELL, Douglas J.....P2EM2
 PERRY, Norman A.....P2CS3
 PICHE, Guy J.....LSNS1
 POIDEVIN, James J.....LSEM1
 POND, Orville S.....LSAF2

REESOR, William C.....P1EM4
 RINNEARD, George A.....LSMA1
 REYNARD, William S.....P2AC2
 ROGERS, Eugene S.....P2AC2
 ROY, Keith E.....P2AC3
 RUPPERT, George W.....LSRA2

RYLAND, Edward S.....LSRC1

SAINT-PIERRE, Joseph A.....LSQM1
 SALESKI, George J.....LSAC2
 SANDY, Frederick A.....C2AT4
 SAUNDERS, Edward J.....P1OM3
 SCOTT, Kenneth J.....LSEM1
 SCOUSE, Cecil M.....LSSW1
 SEBEN, George E.....LSTD1
 SIMPSON, William R.....P1ER4
 SKINNER, James H.....P2QM2
 SLAUNWHITE, Nelson E.....P2EA3
 SMOAT, Alfred L.....LSEM1
 STARCHUK, James.....LSAA2
 STEELE, Phillip M.....LSAF1
 STEIN, Edward A.....P1EM4
 STEWART, Keith N.....LSQR1
 STODDART, James G.....P2RS3
 STOKES, Ernest S.....LSRC1

TIBBETTS, William W.....LSAC2
 TIDWELL, Robert J.....LSAM2
 TOWNSEND, Gilbert E.....LSEM1
 TOWNSEND, Nelson A.....LSSW2
 TREMBLAY, Alfred J.....P1EM4
 TUCK, Lawrence A.....LSOM2
 TUCKWOOD, Robert H.....P1OM4
 TWINN, David C.....LSRP1

VENIOT, Lewis M.....LSQR1
 VOLD, Roger A.....LSQM1
 VOOGT, Jacobus C.....LSRA3

WADE, Lawrence.....P1EM4
 WALKER, Vernon J.....LSSW2
 WHITTY, Bernard P.....LSAC2
 WILSON, John F.....P2EM2
 WRIGHT, Arthur J.....P1EM4
 WRIGHT, Melville M.....LSRP1
 WYBERT, Tom M.....LSCV1

YERKIE, Gordon H.....LSRP1
 YOUNG, Hugh M.....LSAM2

Fluorescent Flags Undergoing Trial

Towards the end of the summer, a verdict will be reached as to whether or not nylon semaphore flags, fluorescently-treated, will be adopted throughout the fleet.

The flags were introduced to ships of operational classes for a six-month period to see if the additional light generated by fluorescent treatment improves readability enough to warrant changeover from the old bunting cloth.

The trial flags have the same colours, red and yellow, but with the brilliant dyes added it was felt they would be more easily seen and read at sea. The use of fluorescent chemicals came to the RCN via the USN, which is experimenting with nylon and sharkskin so treated.

If the new development is successful, the terms "bunts" for a visual communicator and "bunting tossing" for his signalling will become archaic, in the literal sense, at least.

The RCN was the first service in Canada to pioneer nylon in ensigns, converting from bunting to silk to nylon in the wake of these trends in the clothing line. Nylon ensigns were introduced and tested thoroughly in the fleet and their wear-and-tear rate carefully noted by the Defence Research Board.

The nylon was found to stand up admirably and, although nylon stocking fell prey to the sulphur fumes in funnel smoke during one memorable cruise taken by a women's organization in a West Coast ship, the ensigns apparently were unscathed in similar circumstances.

The fabric is almost unobtrusively supplanting bunting in the RCN as old stock is exhausted. The Americans are also experimenting with fluorescent nylon flag hoists, and the RCN is watching the evaluations with interest. The chief argument against the use of nylon is the noise factor, which is intensified when the fabric is impregnated with chemicals. The flapping of flags in a stiff breeze becomes a sharp cracking which might intrude too much on bridge activities.

Offsetting this, however, are recent changes in ships and communications. New construction ships have enclosed bridges so that the noise factor may not be as significant as it once was. Further, the volume of flags in standard hoists as compared with 15 years ago has been pared down today. Hoists now are used for short tactical manoeuvres and brevity in signalling results. With nylon, or fluorescence, or both, the messages could be better in appearance, more quickly understood and executed.

Bunting rots if not dried out periodically. Nylon is water repellent and lasts about four times as long. No longer would it be necessary to "air bunting" (which in the RCN is a mixture of nylon and wool) on board ships. The synthetic flag costs about twice as much, but its much longer life and easier stowage should effect economies.



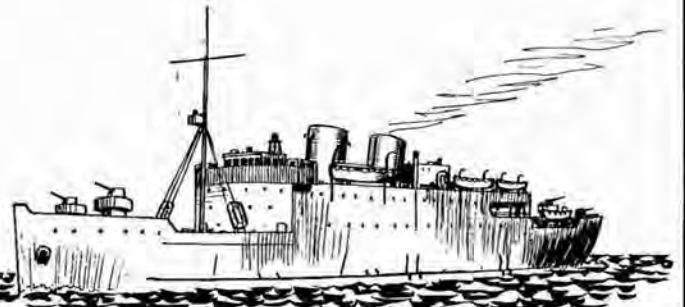
The May issue of "La Revue Maritime", published in Paris, carries the picture, reproduced here, of the helicopter carrier which will replace the cadet training cruiser Jeanne d'Arc and bear the same name. Engaged in officer-cadet training duties in peacetime, in the event of war she will assume the helicopter carrier duties for which she is designed. She will be able to serve either as a command ship or as a troop transport, capable of carrying and landing by helicopter a battalion of 700 men.

Naval Lore Corner

Number 48
MERCHANT SHIPS AT WAR



IN WORLD WAR II, MANY PADDLE EXCURSION STEAMERS WERE TAKEN OVER BY THE R.N. AS MINESWEEPERS. THEIR MANOEUVRABILITY, LOW DRAUGHT AND HIGH SPEED MADE THEM EXCELLENT SWEEPERS.



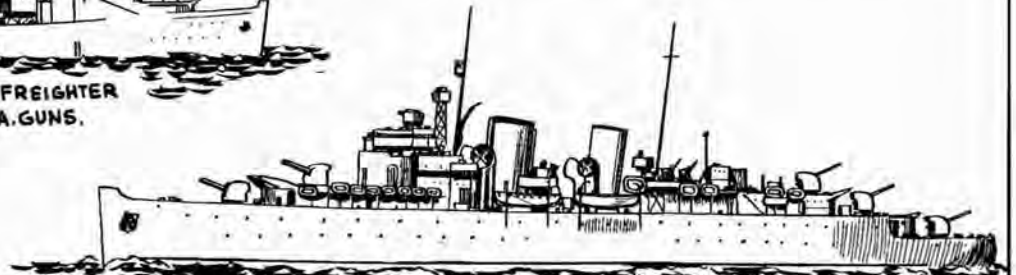
'ULSTER MONARCH' AS A NAVAL AUXILIARY... IS NOW EMPLOYED ON PASSENGER RUN BETWEEN BELFAST AND LIVERPOOL.



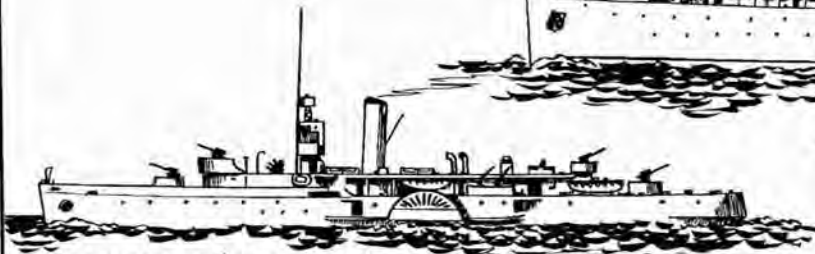
BRITISH ARMED MERCHANT CRUISER... EX-LINER EMPLOYED IN BLOCKADE AND CONVOY WORK. ARMED WITH 6 INCH AND A.A. GUNS — 20 KNOTS.



ANTI-AIRCRAFT SHIP 'SPRING BANK' - EX FREIGHTER
— CARRIED ONE AIRCRAFT AND A.A. GUNS.



CANADIAN 'AMC' PRINCE HENRY—ORIGINALLY ARMED WITH FOUR 6 IN. GUNS, SHE WAS LATER CONVERTED TO AN A.A. CRUISER WITH 10 4-IN. GUNS, AND STILL LATER CONVERTED TO AN AMPHIBIOUS INVASION SHIP. SHE WAS FORMERLY A COASTAL PASSENGER SHIP.



PADDLE STEAMER 'ARISTOCRAT'
AS AN A.A. SHIP.



ANTI-AIRCRAFT SHIP 'AVLN BANK'



MERCHANT SHIP 'LARGS' EMPLOYED AS LARGE LANDING SHIP HEADQUARTERS.

