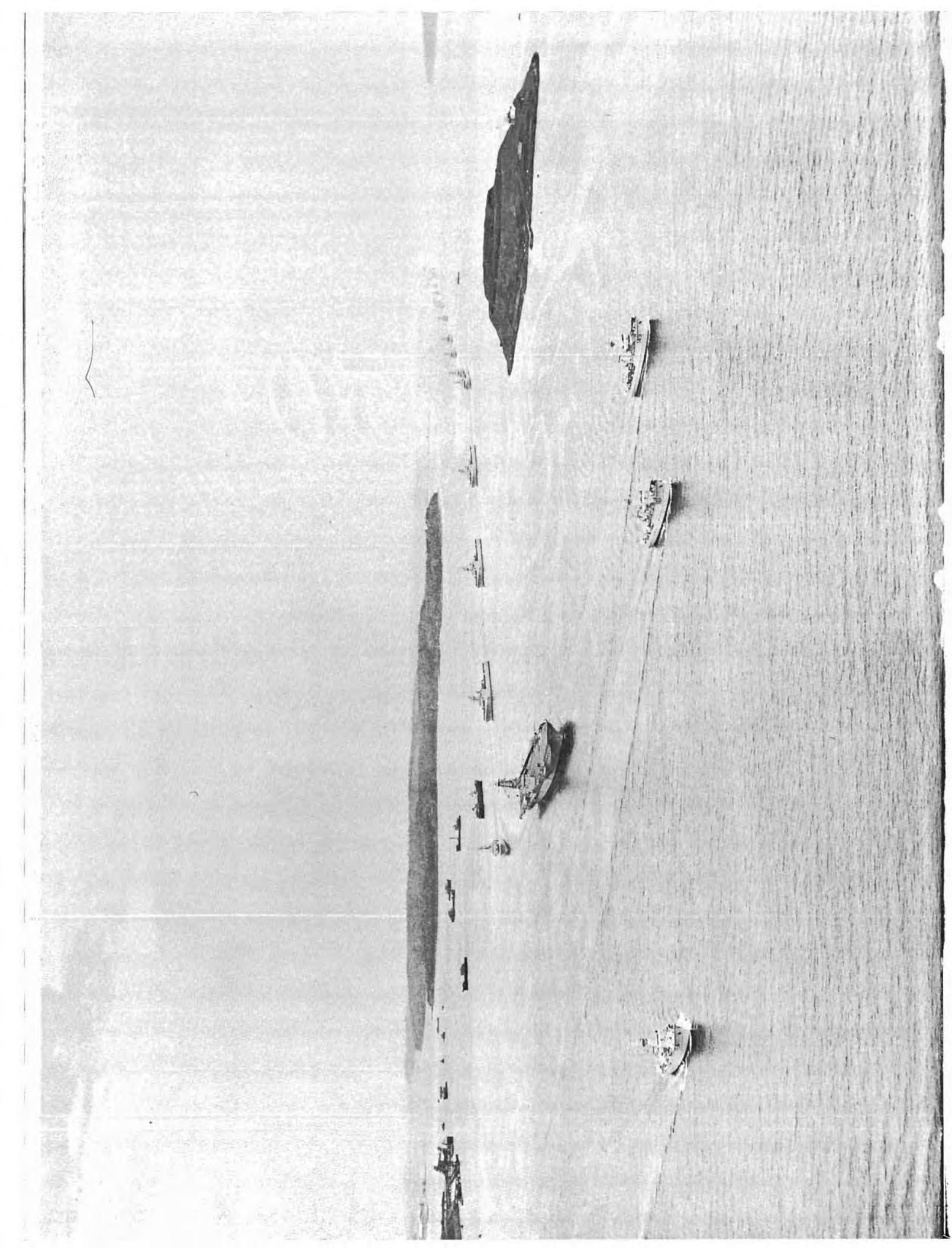


The CROWNS NEST

50th
Anniversary
of the
ROYAL CANADIAN NAVY





The CROWSNEST

Vol. 12 Nos. 7 and 8

THE ROYAL CANADIAN NAVY'S MAGAZINE

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OUR NAVY

Articles specially written in recognition of the 50th anniversary of the Royal Canadian Navy are featured in this enlarged issue of *The Crowsnest*, which, as last year, incorporates the review of naval progress published annually under the title "Our Navy".

Some of the articles have already appeared in this year's special Royal Canadian Navy issue of *Canadian Shipping and Marine Engineering News*, Toronto.—The Editor.

On the Opposite Page: Twenty-nine warships and 19 auxiliaries took part in the sailpast held in conjunction with the Atlantic Command's Jubilee celebration at Halifax on May 19. The ships are shown rounding George Island to pass in review before Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, at HMC Dockyard. A flypast of 50 naval aircraft took place at that time. (DNS-25644).

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

This they may do by sending an order to the Naval Secretary, Naval Headquarters, Ottawa, attention Directorate of Naval Photography, 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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The Cover: The after portion of the symbolic picture on the cover is HMCS *Rainbow*, first ship commissioned in the Royal Canadian Navy; the forward portion is HMCS *Kootenay*, one of Canada's ultra-modern destroyer escorts, which has little in common with the old *Rainbow* in design, weapons or function. Commissioned on the West Coast, the *Kootenay* is a member of the Fifth Canadian Escort Squadron based at Halifax.



The Story of the RCN

Approximately 400 men spell out a salute to the 50th anniversary of the RCN on the flight deck of HMCS Bonaventure.

THE ROYAL CANADIAN NAVY officially came into being with the signing of the Naval Service Act on May 4, 1910.

It was a natural step in the evolution "from colony to nation," of a country whose history, from its beginning, had been inextricably linked with and profoundly influenced by seapower.

The founders and first settlers of New France came by sea, and it was by sea that they were sustained. Seapower tipped the scales in the struggles for the new land. For nearly 300 years, trade and communications were carried out almost entirely by sea and on inland waterways.

The first stirrings of a Canadian navy began with the establishment of His Majesty's Provincial Marine on the Great Lakes in 1755.

The Provincial Marine was built under the direction of the Royal Navy to police Lake George, Lake Champlain and Lake Ontario. This small force fought in the Seven Years' War and the Indian Wars; stood guard during the War of Independence and scored several successes against the United States in the War of 1812.

With the Rush-Bagot Agreement in 1817, Canada and the United States agreed to eliminate naval ships in the Great Lakes.

In 1887, 20 years after Confederation, the Canadian delegation to a London conference on colonial and Dominion

contributions to imperial defence insisted that Canada, as a new nation, was in no position to undertake expenditures for naval defence.

In this and similar conferences until 1909, the Canadian government maintained that when it could afford money for naval defences, Canada would like a navy of its own.

By 1909, the international situation had become serious and in Ottawa the government of Sir Wilfrid Laurier successfully piloted the Naval Service Bill which resulted in the formation of the Royal Canadian Navy the following year.

The Naval Service Act provided for a permanent force, a reserve and a volunteer reserve. In the same year, the old British cruisers *Niobe* and *Rainbow* were purchased from Britain.

The Hon. Louis P. Brodeur became Minister of the Department of Naval Service and Rear-Admiral (later Admiral Sir), Charles E. Kingsmill, RN (Retired), a native of Guelph, Ont., became Director of the Naval Service. Admiral Kingsmill had retired from the Royal Navy in 1908 and subsequently came to Canada to command the Marine Service of the Department of Marine and Fisheries.

In January 1911 the Royal Naval College of Canada was opened at Halifax for the training of naval officers.

The Conservatives came to power in 1911 and immediately faced a serious German naval threat which Prime Minister Borden considered could best be answered by providing \$35,000,000 to build three battleships for the Royal Navy. A bill to provide the money was defeated in the Senate and Canada's small navy continued to function.

With the outbreak of war, the *Niobe* and *Rainbow* were assigned to patrols on either coast. Converted yachts, motor launches, tugs and fishing craft were pressed into service. On the west coast, two submarines purchased by the government of B.C. were manned largely by RNCVR personnel.





Past, present and future Chiefs of the Naval Staff are shown here with Hon. G. R. Pearkes, VC, Minister of National Defence (left) at the Pacific Command's dinner in honour of the 50th Anniversary of the RCN at Royal Roads on May 4. Next to Mr. Pearkes is Vice-Admiral H. E. Reid, CNS in 1946-47; Rear-Admiral Walter Hose, CNS from 1921 to 1934; Vice-Admiral H. G. DeWolf, present CNS, and Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, who will become Chief of the Naval Staff on August 1. (E-55267)

More than 1,700 volunteer reservists went to serve with the Royal Navy, including 43 surgeon-lieutenants. Another 580 Canadians joined the Royal Naval Air Service. The strength of the RCN and Reserve reached a total of nearly 9,000 officers and men, most of them attached to the Royal Navy.

Following the war, the RCN acquired as gifts from the Admiralty the submarines *CH14* and *CH15*, the cruiser *Aurora* and the destroyers *Patricia* and *Patriot*.

In line with postwar economy measures, however, all but the *Patricia* and *Patriot* were disposed of. By 1922, the RCN had been cut to 366 officers and men, the Naval College closed and the fleet reduced to two destroyers and four trawler-type minesweepers.

In 1923, the Royal Canadian Naval Reserve and the Royal Canadian Naval Volunteer Reserve were formed. These branches of the Naval Service were to prove of immeasurable value in building the fighting strength of the Navy during the Second World War.

In 1928, the destroyers *Champlain* and *Vancouver* replaced the *Patricia* and *Patriot*. In 1931 the *Saguenay* and *Skeena* were commissioned. They were the first warships, other than auxiliary vessels to be built for the RCN.

It was an omen for the future for a navy which then consisted of four destroyers and three minesweepers.

In 1937, the *Fraser* and *St. Laurent* replaced the *Vancouver* and *Champlain*. In 1938, the *Ottawa* and *Restigouche* joined the fleet.

When war was declared in September, 1939, the navy numbered 1,770 officers and men, while the Reserves totaled 1,800. Six destroyers, five minesweepers and two training vessels made up the fleet.

Ten days before the declaration, Naval Headquarters signalled all ships to prepare for war. In Vancouver at the time, the *Fraser* and *St. Laurent* were ordered to proceed to Halifax without delay. The arrival of the signal produced an embarrassing moment. There was to be absolutely no evidence

of preparation, but the two ships were swarming with visitors in connection with a civic reception. It took considerable diplomacy to conduct the visitors ashore and sail without arousing suspicion. But it was done and for ten days nobody was any the wiser.

Within six days after the declaration, the first convoy sailed from Halifax for the United Kingdom. A mobilization plan earlier formulated was thrown into gear and worked with remarkable smoothness.

Canada's shipbuilding industry, dormant for years, began to produce fighting ships. Corvettes were laid down in Canadian shipyards. Later, minesweepers, frigates, motor launches, landing craft and auxiliary vessels were built.

The Royal Canadian Navy grew from 11 to almost 400 ships, and from a handful of officers and men to 95,705 officers, men and wrens—the third largest Allied navy.

Under Canadian escort, 25,343 merchant ship voyages carried 181,643,180 tons of cargo from North American ports

Sail-past of 14 ships of the Pacific Command
in honour of His Excellency, Governor
General G. P. Vanier
(E-55546)

to the United Kingdom. From the spring of 1944, North Atlantic convoys (excepting troop convoys) were escorted mainly by Canadian ships. Canadian warships fought in the Caribbean, the Mediterranean, on the perilous northern route to Murmansk, in the English Channel, the North and Irish Seas, and the Pacific Ocean. Canadian ships, themselves or in company with other allied ships or planes, sank 27 U-boats, and sank, destroyed or captured 42 enemy surface ships.

A total of 1,797 Canadian naval personnel were killed, 319 wounded and 95 taken prisoner. Twenty-four ships and seven motor torpedo boats were lost. Decorations and mentions in despatches were awarded 1,748 officers and men.

When the Second World War ended, demobilization brought about a reduction in strength. In February 1947 the RCN consisted of 10 ships in service and by the end of the year the personnel strength had dropped to 6,776. But the 10 ships included an aircraft carrier and two light cruisers, and a vigorous young air arm was in being.

In the years that followed, the RCN was again built up for the defence of Canada and to meet the country's international commitments.

In 1949 it was announced that program would be undertaken for the construction in Canadian shipyards of anti-submarine destroyer escorts for the RCN. The first of these ships, HMCS *St. Laurent*, was commissioned in October 1955 and 13 others have since entered service. Armed with powerful anti-submarine mortars and homing torpedoes, these Canadian-designed ships are the finest of their type in the world.

During the United Nations operations in Korea, from 1950 until 1953, the RCN provided a flotilla of three destroyers to serve under UN command. All told, eight ships and more than 3,500 officers and men saw service in Korean waters.

On the basis of experience, the Royal Canadian Navy decided after the Second World War to produce a force that would be primarily anti-submarine in composition and capability. There were several reasons for this decision, of which the most important was the conviction that the submarine would prove even more dangerous in the future than it had been in the past.

This conviction was sustained when, with the formation of NATO's Allied Command Atlantic in 1952, the RCN was asked to assume a specialized anti-submarine role. This was in keeping with the principle that there should be

Navy Becomes Royal in 1911

The terminology of the Royal Canadian Navy has undergone a number of changes during the past half-century.

It wasn't even called "Royal Canadian Navy" when it came into existence in 1910 or for nearly a year and a half thereafter. It was called the "Naval Service of Canada" or, in its operational aspects, "Canadian Naval Forces."

This latter term was reflected in the initials "CNF", instead of the present "RCN", after an officer's name.

A request made early in 1911 brought a reply on August 29 of that year:

"His Majesty having been graciously pleased to authorize that the Canadian Naval Forces shall be designated the 'Royal Canadian Navy', this title is to be officially adopted, the abbreviation thereof being 'RCN'."

The head of the Navy wasn't known as the Chief of the Naval Staff until 1928. He continued to be known up to that year as Director of the Naval Service of Canada.

a balanced international force to which member nations would contribute the kind of forces they were best able to produce and equip.

In 1954 the Arctic patrol vessel HMCS *Labrador* was commissioned and became the first warship and the first large ship to circumnavigate North America, after having sailed through the Northwest Passage.

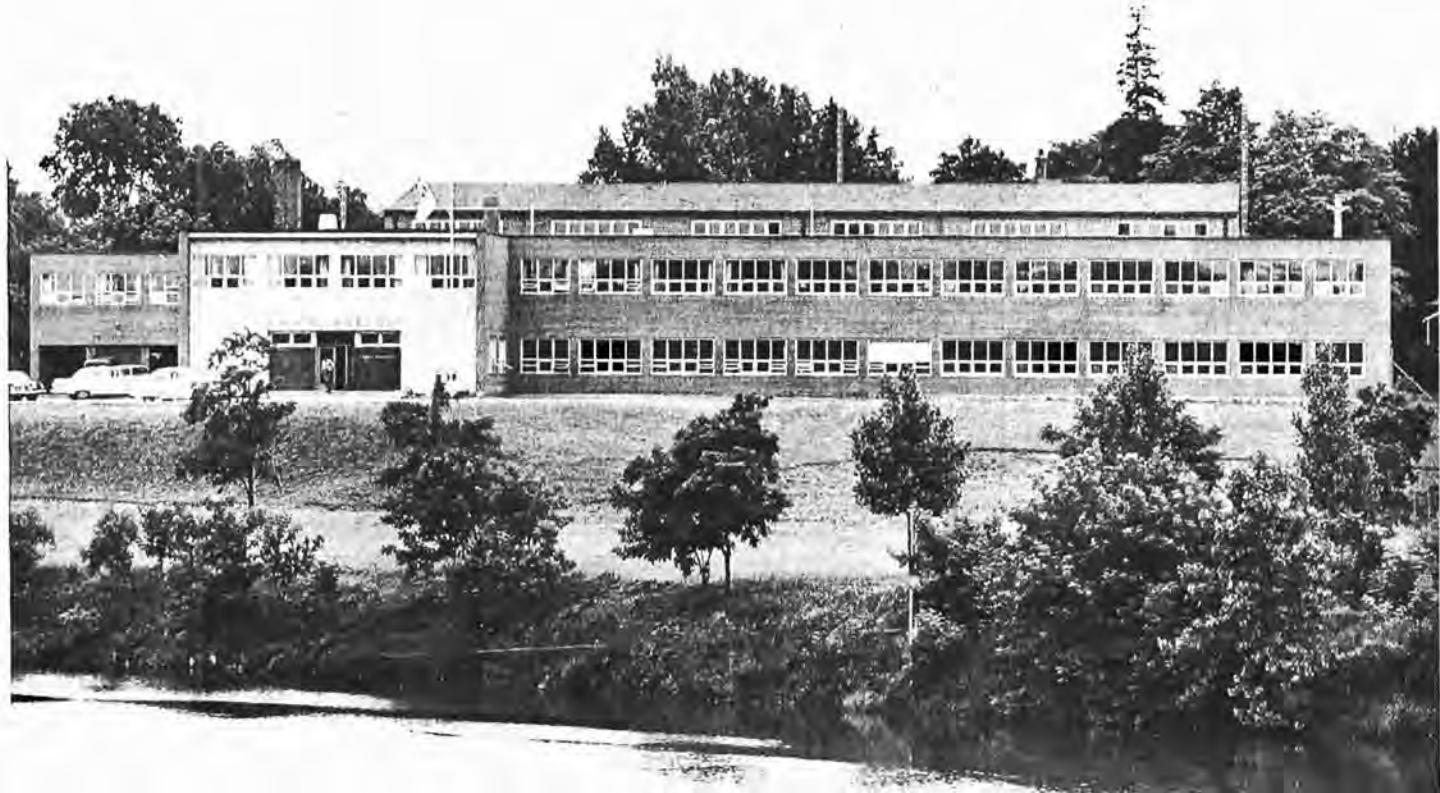
Early in 1957, the new aircraft carrier *Bonaventure* joined the RCN's growing anti-submarine fleet. The angled-deck carrier is equipped with Canadian-built Tracker anti-submarine aircraft, sonar equipped anti-submarine helicopters and Banshee jet fighters armed with guided missiles.

As the RCN began its jubilee year its seagoing strength had reached a peacetime high, with 62 ships in commission, including the *Bonaventure*, 25 destroyer escorts, 18 frigates, ten minesweepers, two mobile repair ships and six smaller craft.

There were also Royal Navy submarines on loan to the RCN and based at Halifax for anti-submarine training purposes.

The personnel strength of the RCN had reached approximately 20,000, of whom 49 per cent were serving at sea, one of the highest sea/shore ratios of any navy in the world.

Backing up the regular force were more than 3,500 officers, cadets, men and women of the RCN (Reserve), attached to 21 naval divisions across the country.



Members of the Royal Canadian Navy (Reserve) no longer train in makeshift quarters. This is the modern divisional headquarters of HMCS Prevost, at London, Ontario. (COND-4818)

RCN(R)

The 'Wavy Navy' Laid a Firm Foundation for the Amazing Expansion of the Royal Canadian Navy in the Second World War

Roll along Wavy Navy, roll along,
Roll along Wavy Navy, roll along,
If they ask us who we are,
We're the RCNVR,
Roll along Wavy Navy, roll along.

WORDS of a song heard in ports around the world, they were a rallying point for 80,000 young Canadians who made their country's navy the third largest in the free world.

The achievements of the RCNVR—Royal Canadian Naval Volunteer Reserve—and of the Royal Canadian Naval Reserve during the Second World War more than justified a decision taken in 1923 to set aside a sizeable portion of a limited naval budget to create reserve forces.

That decision enabled Canadian naval authorities in 1939 to call up 1,800 trained reserves immediately, and provided for an organization that was to prove invaluable in the recruitment and

training of the thousands of young men who sought to serve their country in the Navy.

Similarly today, the Royal Canadian Navy (Reserve), successor to the RCNVR and the RCNR, is designed to produce officers and men trained and ready for any emergency.

The story of Canada's naval reserves really began more than 100 years ago, when a militia act was passed authorizing the formation of a provincial naval corps on the Great Lakes.

The concept of a body of Canadian citizen-sailors made its appearance in June 1846 when most of the previous military regulations, passed prior to the union of Upper and Lower Canada, were either repealed or consolidated by a new act bringing control of the militia into line with conditions resulting from the creation of the Province of Canada.

The act authorized the Governor to form a "Provincial Naval Corps" and to

appoint a commodore who would rank with lieutenant-colonels of the militia.

In 1855 a new militia act was passed authorizing formation of "Volunteer Marine Companies" at Kingston, Cobourg, Toronto, Hamilton, Port Stanley, Dunnville and Oakville. Each company was to consist of a captain, a lieutenant and 50 men, and provision was made for appointment of a commodore to command the whole.

In 1862, provision was made for the formation of "Marine and Naval Companies". While the name had changed, the locations of the seven companies remained the same.

The Volunteer Militia Act of 1863 substituted the phrase "Naval Companies" and provided that "Each Naval Company shall consist of one Captain and such other officers and such number of seamen not exceeding 75 as may be appointed by the Commander-in-Chief". That same year, the Garden

Island Naval Company was formed in the Kingston area, bringing the number of Naval Companies to eight.

By 1866 five Naval Companies were still in existence. They were located at Garden Island, Toronto, Hamilton, Dunnville and Port Stanley. In March of that year, the Garden Island company was replaced by a newly-formed infantry company, No. 5 Company, 4th "Frontenac" Battalion.

Under the threat of Fenian raids in that same year, the remaining four Naval Companies were called out. They were placed on active service on March 8, 1866, and were relieved from duty on the 26th of the same month. In June 1866 they were called out again.

The Naval Companies at Hamilton and Port Stanley performed shore duty during this period and did it well. In his 1910 history of the Fenian raids, Captain John A. Macdonald wrote: "Danger hovered everywhere, and the utmost vigilance was necessary to guard every point. The country was overrun with Fenian spies and emissaries, and the arrests of suspicious characters were numerous. Even at home there were traitors who needed watching, as there were some who were ready to give countenance and support to the enemy. Thus the companies who remained at their local headquarters, and the Home Guards who were enrolled for home protection, did remarkably good service along those lines."

In August 1866 the Toronto Naval Company was disbanded, and the Dunnville Naval Company suffered the same fate in January, 1867. During 1867, the Port Stanley Naval Company was replaced by an infantry company, but this new company was disbanded in September, 1868.

THE FIRST Militia and Defence Act of the Dominion was passed in 1868. All authorized volunteer corps existing on October 1, 1868, the effective date of the new act, were permitted to continue in the militia provided they signified their intention to do so by February 1869. It appears that the Hamilton Naval Company failed to take advantage of this offer and was accordingly dropped. Thus the last Naval Company of the militia disappeared.

Two Marine Companies were organized at Bonaventure and New Carlisle, in Bonaventure County on the Gaspe Peninsula, in February 1869 but were removed from the active militia list in June 1874 by a general order reducing the strength of the active militia.

A third Marine Company existed for a time at Carleton, also in Bonaventure

Wavy Navy

ROLL ALONG, Wavy Navy, roll along!
Roll along, Wavy Navy, roll along!
When they say "O there they are!"
It's the RCNVR—
Roll along, Wavy Navy, roll along!

Oh we joined for the Glory of it all!
Yes we joined for the Glory of it all,
But the good old RCN
Made us change our minds again—
Roll along, Wavy Navy, roll along!

Oh we joined for the chance to go to sea,
Yes we joined for the chance to go to sea,
But the first two years or more
We spent parading on the shore—
Roll along, Wavy Navy, roll along!

And when at last they sent us out to sea—
Yes when at last they sent us out to sea,
There were several things we saw
That were not brought up before—
Roll along, Wavy Navy, roll along!

Oh we joined for the payment and the fun,
Yes we joined for the payment and the fun,
But of pay there has been none,
And the fun is yet to come—
Roll along, Wavy Navy, roll along!

Now before we pull up hook and sail away—
Yes before we pull up hook and sail away,
If you want some good advice,
Before you join think once or twice—
Roll along, Wavy Navy, roll along!

NOTE: The above verses are believed to represent the original version of "Wavy Navy", although the words underwent many sea-changes over the years. "Wavy Navy" was composed in 1936 by Gunner (T) Patrick D. Budge, RCN, who has been appointed Chief of Naval Personnel in the rank of Rear-Admiral, effective June 30, and Sub-Lt. Rufus Pope, RCNVR, who died in the sinking of the destroyer *Margaree* in 1940.

County, but was disbanded in March 1874, "having become non-effective".

A Naval Brigade, formed at Halifax during 1868, remained in existence until it became the 2nd Halifax Brigade of Garrison Artillery on December 9, 1870.

Ten years later came the unfortunate incident of HMS *Charybdis*, the first Canadian-owned warship. An old-type steam corvette which had just finished seven years on the China Station, the *Charybdis* was turned over to the Canadian government by the British, who

did not consider her worth the expense of refit for another commission.

Intended for use in the Gulf of St. Lawrence and for training naval volunteers and boys, she was repaired at the expense of the Canadian Government and sailed to Saint John, New Brunswick, early in 1881. While there she broke loose in a gale and damaged harbour shipping. On another occasion, two Saint John citizens were drowned when a rotten gang plank broke as they were walking on board.

The government was severely criticized over the *Charybdis* affair and the British Admiralty was asked to take back its gift. The Minister of Marine and Fisheries said that, during the Atlantic voyage, the ship had proved heavy to handle and would require a larger crew, meaning a greater annual expenditure than had been contemplated. A heavy outlay also would be necessary in order to prepare her for training purposes. The Admiralty agreed to take the *Charybdis* back and, in August, 1882, she was towed to Halifax where she was delivered to the naval authorities.

From the point of view of Canadian naval development, the *Charybdis* incident was unfortunate, for it was often afterwards referred to in Canada as a warning to those who advocated any Canadian naval undertaking.

The first really effective naval reserve force in what is now Canada, was the Royal Newfoundland Naval Reserve. Manned by young fishermen from St. John's and the numerous out-ports, this force, an integral part of the Royal Naval Reserve, was raised at the turn of the century. Their drill-ship, HMS *Calypso* (later renamed HMS *Briton*), was a familiar sight for many years. Some 1,500 RNfld.NR men served with distinction in HM Ships during the First World War and, in fact, more than 100 of them joined HMCS *Niobe* when she sailed for war service with the Fourth Cruiser Squadron in 1914. The Royal Newfoundland Naval Reserve, a culmination of the traditional Newfoundland "nursery of seamen" of the days of Queen Elizabeth I, was disbanded in 1920.

In 1909, a memorandum on "Naval Defence considered in connection with the constitution of the Naval Militia of Canada", was prepared by Brigadier-General W. D. Otter, then Chief of the Canadian General Staff.

After tracing the history of naval affairs in Canada, he warned: "Canada can no longer afford to neglect her naval resources. On the one hand, the naval and military power of the United States goes on increasing; on the other, a great portion of the British Fleet lies manacled in home waters. In other words, in the event of war with the United States, Canada will remain without assistance from other parts of the Empire for a period longer than has hitherto been reckoned."

It was not, however, the threat of United States naval might, but that of Germany which turned the tide. Realizing she could not forever rest securely inactive behind the protective power of the Royal Navy, Canada



The wavy stripes that were the trademark of the volunteer reserve appeared on the uniforms of both officers and men. The wavy stripes on the collars of the men were straightened not long after the formation of the RCNVR in 1923 but the wavy gold lace on the sleeves and shoulder straps remained with the officers until the formation of the RCN(R) in 1946. The wavy-striped collar in the top picture, taken in 1919, is worn by PO A. J. A. Bell, RCNVR, who now lives in White Rock, B.C. The bottom picture shows the wavy insignia of an RCNVR lieutenant. (CN-3326; R-981)

brought the Royal Canadian Navy into being with the Naval Service Act of May 4, 1910.

Provision also was made for a Naval Reserve Force and a Naval Volunteer Force, but it was to be several years before steps were taken to implement this portion of the act.

IN 1913, a group of enthusiasts came forward in Victoria, B.C., with the proposal that they form a naval reserve. The group was composed mainly of young men who had seen previous reserve service with the Royal Navy. They wanted to establish a force similar to the Royal Naval Volunteer Reserve, which had been formed in 1903.

In this the group was encouraged by Commander Walter Hose, RCN, Senior Naval Officer at Esquimalt, who was to have much to do with citizen-sailors

in future years and may well be called the "father" of today's naval reserve.

In addition, the enthusiasts had the support of a number of professional and business men in Victoria.

Finally given permission to use the facilities as Esquimalt, the volunteers drilled periodically at the dockyard and several regular force officers and petty officers volunteered to act as instructors.

This small body, which had no official status, no meeting place of its own and no pay-days, blazed the trail for all the official Canadian naval reserve organizations that were to follow.

In May 1914 the government established a Naval Volunteer Force under the provisions of the Naval Service Act. The force was to consist of officers and men enrolled as volunteers, but engaging to service in time of war.

With an authorized strength of 1,200 men, the force was to be organized into 100-man companies within three subdivisions—the Atlantic sub-division including the area from the Atlantic Coast inland to a line just west of Quebec City; the Lake sub-division extending from there to beyond Brandon, Manitoba, and the Pacific sub-division taking in the whole area farther to the west. The companies were to be located in the larger cities at first and in a few smaller cities later.

When hostilities began, however, the only naval reserve force actually in existence was the volunteer unit at Victoria. Its members took an important part in the manning of HMCS *Rainbow*, the submarines CC 1 and CC 2 and their parent ship, the sloop *Shearwater*, and other vessels at Esquimalt. They also provided some men for the British cruiser *Newcastle* after her arrival in B.C. waters.

Otherwise, only preliminary steps had been taken towards establishing the reserve on a country-wide basis. In fact, no serious attempt was made during the first year-and-a-half of war to enlist any considerable number of men for naval service.

In February, 1916, the Minister of Naval Service offered to obtain recruits in Canada for service in the RN. The Admiralty accepted and the Canadian Government authorized enrolment of 5,000 men in the Overseas Division of the Royal Naval Canadian Volunteer Reserve.

Approximately 1,700 men were enrolled under this scheme and the number probably would have been larger had not the East Coast Patrols later in the war become the primary naval need as far as manning was concerned.

These volunteers served in a number of areas, largely manning trawlers and drifters on anti-submarine patrols. The latter years of the war saw them serving in British home waters, based on HMS *Cormorant* at Gibraltar, and at Sierra Leone, British West Africa.

Canadian warships today wear a maple leaf device on their funnels, but it was on British naval vessels serving out of British West Africa that the device was first seen—placed there by the Canadian volunteers, anxious that all should know the origin of the ships' companies.

The contribution by naval reservists to the huge expansion of Canada's naval force during the Second World War was foreshadowed by the RNCVR contribution of the First World War.

In round numbers, the total strength of the RCN at the end of July 1914 did not exceed 350 officers and men, while the RNCVR was composed of about 250 officers and men, all of them in the Victoria company. By the end of the war, there had been a total enrolment of 9,600 as follows:

RCN	— 1,000
RN and RNR	— 600
RNCVR —	
Atlantic Sub-division	— 4,300
Pacific Sub-division	— 2,000
Overseas Division	— 1,700
Total	— 9,600

Deaths from all causes totalled 150.

In addition to the above enrolment, a large but unknown number of Canadians enlisted and served in the RN.

In line with post-war demobilization, the RNCVR was disbanded on June 15, 1920.

THE NAVAL RESERVE of today had its beginning in the 1920s. The funds made available to the RCN in 1923 were scarcely sufficient to keep one warship in operation and Commodore Walter Hose (then Director of the Naval Service) decided the money could be better used in organizing the naval reserve.

The Canadian Naval Volunteer Reserve was officially established on January 31, 1923, with an authorized complement of 70 officers and 930 men. The prefix "Royal" was soon afterwards added to the title.

At about the same time the Royal Canadian Naval Reserve was established with an authorized complement of 70 officers and 430 men.

The RNCVR enlisted civilians who did not follow a sea-faring career; the RCNR consisted of men who possessed a professional knowledge of ships and the sea.*

The quarters for the first RNCVR divisions could hardly be called ideal. One division was located in an old fire-hall, another in rooms over a laundry and others in workshops, basements and warehouses.

The RNCVR was originally organized into companies or half-companies, in each of the following cities; Calgary, Charlottetown, Edmonton, Halifax, Hamilton, Montreal, Ottawa, Quebec, Regina, Saint John, Saskatoon, Toronto, Vancouver and Winnipeg. Montreal had two companies, one French-speaking and the other English-speaking. By September 1939 units were also in existence in Kingston, London, Port Arthur and Prince Rupert.

During the later 1930s, as additional warships were acquired, the complements of both the RCN and RNCVR were increased.

During this period personnel of the RNCVR and the RCNR were earmarked for various duties which they would be required to assume at the outbreak of war.

In 1937, two more types of reserves came into being. One was the Supplementary Reserve, a part of the RNCVR. The other was the Fishermen's Reserve, which was established as a separate section of the RCNR. The Supplementary Reserve consisted largely of yachtsmen. The Fishermen's Reserve, as its name implies, was made up of fishermen and was confined to the West Coast.

On September 1, 1939, the reserves were placed on active service and, on September 10, Canada declared war. There were at this time approximately 2,000 officers and men in the regular force and another 2,000 in the two reserves. Thereafter, most of these who enlisted in the Navy were enrolled as "VRs". The estimate of September, 1939, for a strength of 5,000 was periodically raised until, by July, 1940, an overall figure of more than 15,000 was laid down.

February of that year saw the strength of the RNCVR exceed that of the regular force for the first time and in January 1941, when the Navy consisted of roughly 15,000 persons, about 8,000 of them were volunteer reservists.

In all, approximately 100,000 Canadians were enrolled in the Canadian Navy during the Second World War. The greatest number borne at any one time was in January 1945, when more than 87,000 officers and men were serving. Of this total, approximately 78,000 belonged to the RNCVR, 5,300 to the RCNR and 4,384 to the RCN.

This number did not include 5,300 women in the Women's Royal Canadian

Naval Service, an auxiliary force which in later years was to become an integral part of both the regular force and the reserve. The WRCNS was officially established on July 31, 1942.

The special roles of the Royal Canadian Sea Cadets and of the University Naval Training Divisions deserve mention. The sea cadets, sponsored by the Navy League of Canada, had been in existence since 1917, but the Navy did not begin assisting their training and administration with the Navy League until 1941.** The RCSC had 23 corps in June 1941 and by the end of the war there were 92 with a total enrolment of about 15,000. Sea Cadets provided a large pool of young men well started on their naval training.

The UNTDs were organized in 1943 at 15 universities and five hundred and fifty-four officers and men of the UNTD went on active service during the remainder of hostilities.

The large numbers of naval volunteers took care of the growth of the Canadian naval fleet. From six destroyers in 1939, the Navy expanded to a fleet of approximately 400 fighting ships. In the North Atlantic alone Canadian ships escorted more than 25,000 (cargo-laden) merchant ships North America to United Kingdom ports.

By 1944 Canadian warships were carrying the major burden of North Atlantic convoy duty and most of the officers and men who manned these ships were members of the reserves.

Officers and men of the reserves also served in the Mediterranean, on the Murmansk convoy routes, in the English Channel, the Caribbean and in the Pacific.

The only Canadian naval Victoria Cross of the war was won by a naval reservist. He was Lieutenant Robert Hampton Gray, DSC, RNCVR, serving in the RN aircraft carrier *Formidable*. At the cost of his own life, he sank a Japanese destroyer by crashing his damaged aircraft into the ship.

WHEN THE WAR ended, a number of reservists continued their naval service. Some transferred to the regular force, others served in the interim force. But the large majority returned to "civvy street", taking up

* The division of the Navy into three parts (like all Gaul) was later to lead to the canard: "The RNCVR consists of gentlemen trying to be sailors; the RCNR of sailors trying to be gentlemen, and the RCN of neither trying to be both."

** The sea cadets were recognized by Dominion charter in 1917, although the Navy League of Canada had sponsored cadet training as far back as 1902.

where they left off when they joined the Navy. On January 1, 1946, the RCNVR and RCVNR were combined to become the Royal Canadian Navy (Reserve).

The divisions were re-established on a peace-time basis and many war veterans resumed their association with the Navy as members of the RCN(R).

In 1949, the training program underwent considerable change. Besides providing general training, specified divisions were made responsible for specialized training in such subjects as gunnery, communications, torpedo anti-submarine and navigation direction.

The increasing world tension that followed the brief respite of the early postwar years brought an expansion of the Armed Forces, and again the call went out to the reserves. Officers and men were enrolled for limited lengths of full-time service with the opportunity of transferring to the regular force. Many stayed in the service.

In the midst of this rebuilding and transition period, the United Nations took action in Korea against North Korean aggression and again reservists were sailing in RCN ships in a theatre of war.

As the Korean situation gradually eased from an all-out war to a police action, the strength of the regular force began to near its authorized ceiling. The complement had been filled by a mixture of new entries through direct recruiting and by transfers from the reserve.

In April 1953 a major step was taken toward building the RCN(R) into an organization which could produce officers and men who would be trained and ready if another emergency arose.

That step was the establishment of a new command known as Commanding Officer Naval Divisions, with headquarters at Hamilton, Ontario. Before this, the reserve force had been administered from Naval Headquarters in Ottawa by the Director of Naval Reserves.

A training centre for new entry reserves was established at the new headquarters, to provide training ashore and afloat during the summer months. The headquarters and Great Lakes Training Centre are located on Hamilton Bay, with excellent berthing facilities, under the ship name of HMCS *Patriot*.

Ships up to the size of anti-submarine frigates are now assigned to the command during the summer and carry out training cruises on the Great Lakes.

The WRCNS returned to the scene in 1951, this time as an integral part of the RCN(R), its members receiving the same rates of pay and governed by the same rules and regulations as the men. On January 26, 1955, the Cabinet approved the entry of wrens as members of the RCN regular force.

In 1958, the complement of the RCN(R) was set at 900 officers and 3,700 men and wrens.

Today there are 21 naval divisions located in major population centres from the Atlantic to the Pacific. All provinces are represented. Regular force staffs maintain the divisions' buildings and provide the necessary daily administration.

The Commanding Officer Naval Divisions at the Hamilton headquarters is Commodore E. W. Finch-Noyes, CD, RCN. At COND, a staff of regular force officers and men co-ordinates the training of reserve personnel and the maintenance of all naval reserve establishments. The command is responsible to Naval Headquarters in Ottawa for carrying out policies and orders affecting Canada's naval reserves.

Today, as in the past, the officers and men of the Royal Canadian Navy (Reserve) stand ready to serve Canada when and where they are needed.



The Royal Canadian Navy, as a whole, and naval aviation in particular revere the memory of Lt. Robert Hampton Gray, VC, DSC, RCNVR, whose bravery in the closing days of the Second World War won him the posthumous award of the Victoria Cross. The citation read: "For great bravery in leading an attack to within 50 feet of a Japanese destroyer in the face of intense anti-aircraft fire, thereby sinking the destroyer, although he was hit and his aircraft on fire, and, finally himself killed . . ." (GM-4251)



Naval aviation in Canada is observing its 15th anniversary as well as joining in the 50th Anniversary celebrations of the Royal Canadian Navy. Top left: All Weather Banshee jet fighter with Sidewinder guided missiles provides fighter defence for ships and has continental defence role as well. Top right: Bell helicopter on "recce" mission represents utility and training roles of many naval aircraft. Centre: Aircraft carrier Bonaventure has latest aids for carrier-flying operations. Bottom left: Sikorsky helicopter drops homing torpedo. Bottom right: Twin-engined Tracker aircraft form principal anti-submarine hunter-killer punch of naval air. They also carry homing torpedoes. (HS-61120)

NAVAL AVIATION 1945 - 1960

IN THE SAME year in which the Royal Canadian Navy is observing its fiftieth anniversary, one of its major components—naval aviation—will celebrate its fifteenth.

Naval aviation was officially constituted in the RCN in December 1945. Since then it has become firmly established as an integral part of Canada's Navy, with an essential and increasingly important role in anti-submarine operations, the RCN's specialty.

Naval aviation is centered on the 19,000-ton aircraft carrier, *Bonaventure*, now in her fourth year in commission. From the *Bonaventure*'s deck fly twin-engine anti-submarine Trackers, Banshee all-weather jet fighters and anti-submarine helicopters.

The shore base of naval air is HMCS *Shearwater*, near Dartmouth, N.S. *Shearwater* occupies 1,300 acres, is manned by 2,100 naval and 700 civilian personnel, and is a training establishment, logistic support base and operational station, all in one.

Hundreds of young Canadians went to the United Kingdom during the First World War to train as naval flyers with the Royal Naval Air Service. Their naval careers ended when the RNAS was amalgamated with the Royal Flying Corps to form the Royal Air Force. Such former naval flyers as Breadner, Collishaw, Leckie, Edwards and Curtis were later to attain the highest ranks in the yet-to-be-born RCAF.

However, that same year, 1918, which saw the disappearance of the Royal Naval Air Service, also saw the faint beginnings of naval aviation in Canada when the Royal Canadian Naval Air Service was formed on the East Coast to carry out anti-submarine operations. An air station was established on the shore of Eastern Passage, at the entrance to Halifax Harbour, but the end of hostilities brought an end to these first stirrings of the RCN's air arm.

In the Second World War, the successes achieved against submarines by combinations of carrier-borne aircraft and surface ships led to recognition of a need for the RCN to have an air capability.

As early as April 1943 a senior RCN officer was authorized to visit British and American ships and air establishments to report on the feasibility of forming a Canadian naval air service.

The first fruit of the survey was the manning by Canadians of two Royal Navy escort carriers, HM Ships *Nabob* and *Puncher*.

These carriers saw action in the European theatre and provided the Canadians with valuable experience. However, aircrews of both carriers were mostly British.

Late in 1943, officers with air experience were appointed to Naval Headquarters and given the task of planning the organization for Canadian naval aviation. Since naval aviation was not officially sanctioned, their work had to be done in addition to normal staff duties.

Early in 1944 the results of a semi-official survey of Canadians already flying with the Royal Navy showed that many would be interested in transferring to a Canadian air arm. Meanwhile, volunteers from serving Canadian officers were being selected to commence flying training. The numbers available were boosted when the Fleet Air Arm opened its lists to RAF and RCAF aircrew in order to meet the prospects of a prolonged Pacific war. The RCAF response was considerable, and led to a large pool of aviators with which RN squadrons could be "Canadianized" in anticipation of their subsequent transfer to the RCN.

Other problems were also being overcome. Air engineers and air mechanics, fighter direction officers, air radio mechanics, air electricians and other highly specialized personnel essential to carrier operations were being trained in the United Kingdom. Arrangements were made for two light fleet carriers to be loaned to Canada for operation with the British fleet in the Pacific theatre. Four first-line squadrons, manned to a considerable extent by Canadians, were earmarked for these carriers.

Before the RCN was ready to take to the air, the war ended. The embryo survived the subsequent cut-backs, however, and naval aviation officially

became a part of the Royal Canadian Navy in December 1945.

In January 1946 HMCS *Warrior*, on loan from the Royal Navy, was commissioned. On March 31, 1946, the *Warrior* arrived at Halifax and flew off her aircraft to land at the RCAF Station at Eastern Passage. Thus, 28 years later, naval air returned to the site of its First World War predecessor.

In February 1948 the *Warrior* was returned to the United Kingdom to be replaced by her more modern sister, the *Magnificent*. Later that year the RCAF Station at Eastern Passage was turned over to the Navy and commissioned as HMCS *Shearwater*.

In 1951 the RCN acquired its first helicopters and in 1955 received its first jet aircraft, the all-weather Banshees. Designed especially for anti-submarine operations, Trackers began to come into service in 1957, coincident with the replacement of the *Magnificent* by HMCS *Bonaventure*, the first carrier to be owned outright by Canada.

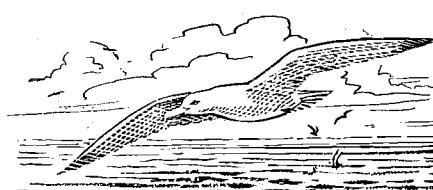
This year the Navy has begun to take delivery of the CS2F-2, a modified Tracker containing new and more effective anti-submarine equipment as well as other instruments.

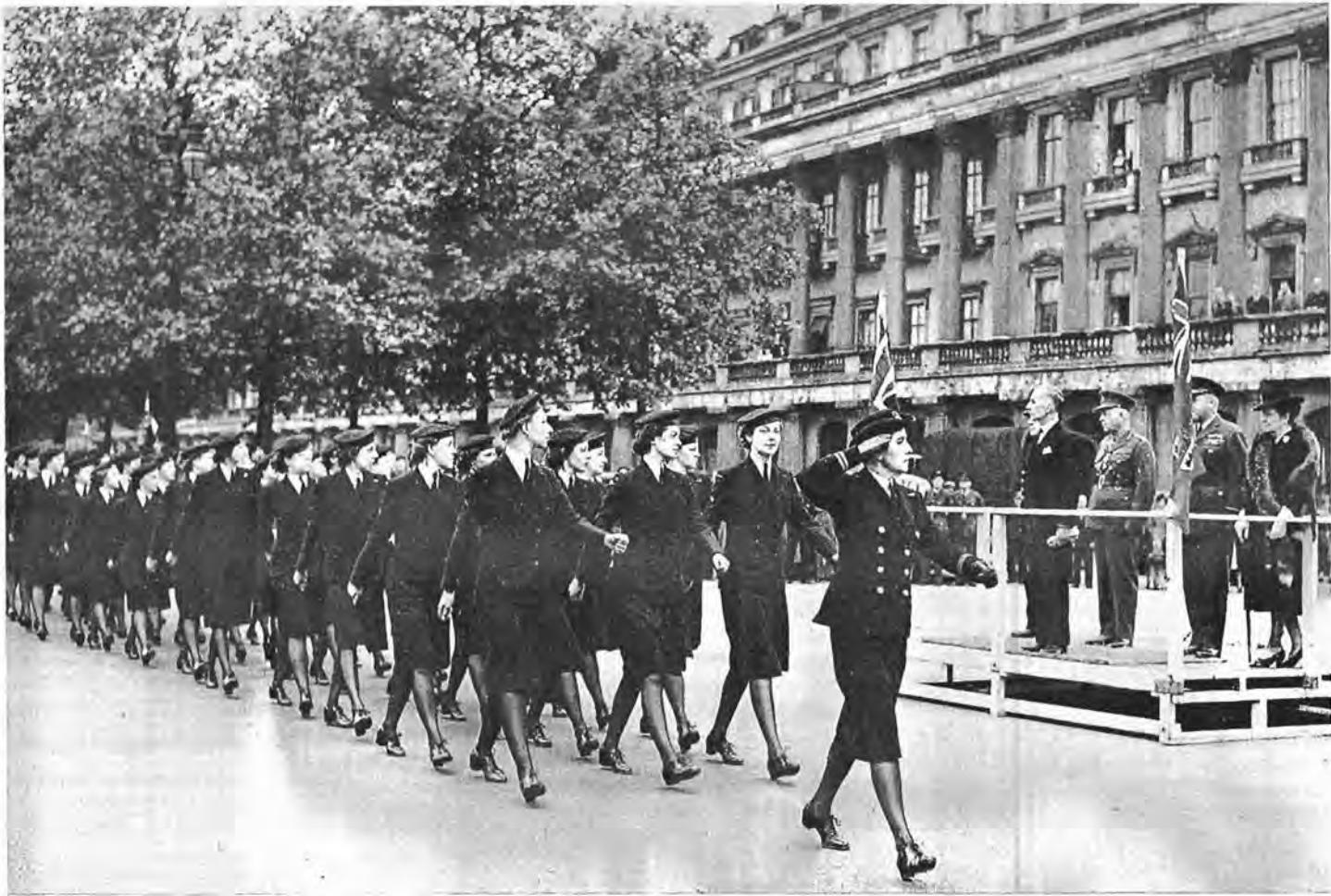
The unique capabilities of the helicopter have been turned to advantage in the anti-submarine sphere, and considerable progress has been made by the RCN in developing the tactical use of helicopters in both search and attack roles.

Completing the family of first-line operational aircraft is the twin-jet all-weather Banshee, armed with the deadly Sidewinder air-to-air guided missile. Primary task of the Banshee is to provide defence for the fleet, but the Navy's jets are also employed, when ashore, as part of the North American air defence system on the east coast.

Altogether, the RCN has more than 135 operational and support aircraft in service. Aircrew and those engaged in maintenance and support duties total approximately 2,050. This is without counting non-air personnel manning the *Bonaventure* and the naval air station.

The fledgling of 1945 has become a large and powerful bird, armed, equipped and trained to provide the Navy—of which it is an indivisible part—with an aerial element essential in modern operations at sea.





Rt. Hon. Vincent Massey, at that time Canadian High Commissioner to the United Kingdom, takes the salute of Canadian wrens during a victory parade along London's Mall in 1945. (K-1075)



Lt.-Cdr. (W) Jean Crawford-Smith has been Staff Officer (Wrens) to the Chief of Naval Personnel at Naval Headquarters since 1957. (CN-3797)

THE WRENS

A DRAFT of wrens, bound for Newfoundland on board the SS *Lady Rodney* in 1943, sang a popular song of the day with a special kind of fervor. It was that Western which began with the words:

"Give me land — lots of land."

Actually the Canadian girls who flocked to join the Women's Royal Canadian Naval Service in the mid-war years saw little service at sea, nor was it intended that they should. They were recruited primarily to release men serving on shore for sea duty and they accepted their lot cheerfully.

No history of the first 50 years of the Royal Canadian Navy would be complete without mention of the accomplishments of the women in uniform. The WRCNS was established as a wartime emergency measure and was disbanded at the end of the Second World War. But the efficient, uncomplaining

service rendered during the war could not be forgotten and the wrens are with us again.

The wrens were not the first women to don navy blue and serve in the RCN. The nursing service was established in 1940 and has been in continuous existence ever since. However, theirs was a specialized role in which all served with commissions as members of the regular force and their numbers were small compared to the more than 6,000 women who served in the WRCNS, in the ranks or as officers, during the Second World War.

The WRCNS was the youngest branch of the three armed forces. The Canadian Army and the Royal Canadian Air Force both admitted women to their ranks before the RCN did.

The organization of what is today the "Wrens" started early in 1942. Before this, even, Captain Eustace Brock went

to England to study methods of the WRNS. In May 1942 an announcement was made that Parliament had approved formation of the Women's Royal Canadian Naval Service. Captain Brock was appointed the first director.

To help in the early organization, three WRNS officers were loaned by the Royal Navy to Canada. They were: Superintendent Joan Carpenter, OBE; Chief Officer Dorothy Isherwood, and Second Officer Elizabeth Sturdee.

Superintendent Carpenter and Second Officer Sturdee later returned to England, but Miss Isherwood remained more than a year and was promoted to the rank of Captain, thus becoming the first woman ever to hold that rank in the RCN. She returned to England in September 1943.

THE WRENS actually started from nothing. Before the first members could be brought in for training, it was necessary to set down regulations, provide accommodation, choose uniforms, and interview the hundreds of girls who wished to serve in navy blue.

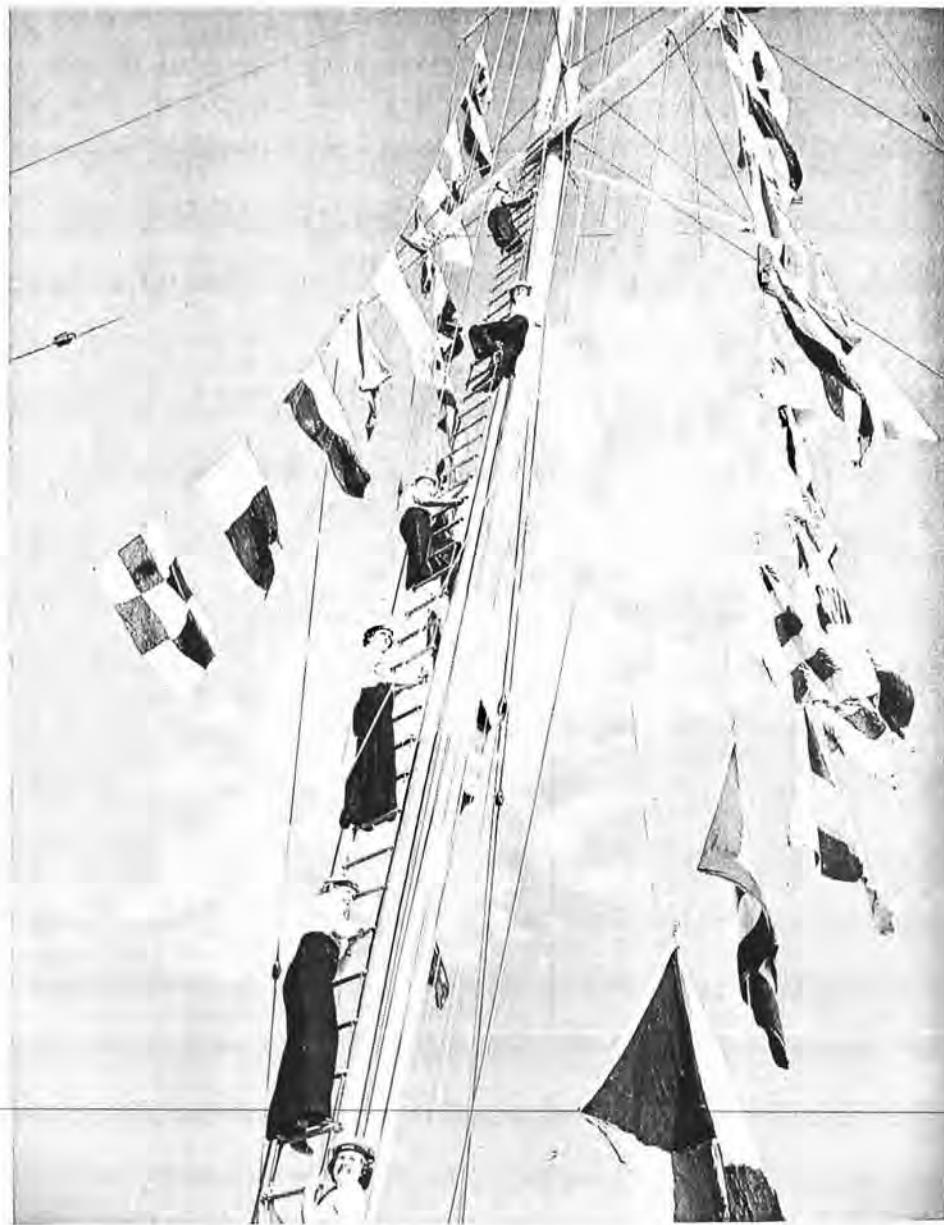
This initial work took several months, and involved traveling from coast to coast. By August 29, 1942, 68 probationary wrens had begun their naval careers at Kingsmill House in Ottawa.

During the following month, the girls undertook intensive training in naval history, traditions, rules and drill. Twenty-two later received commissions.

So new was the wren branch even at this point that the member of the original class served from entry to graduation in plain navy-blue smocks. Their uniforms were issued after members were scattered to recruiting depots across Canada, and within Naval Headquarters. Some of the original class were sent to Galt, Ontario, where the Navy had taken over the Ontario Girls' Training School to be used as a WRCNS training establishment for the duration of the war.

On October 15, 1942, the first class of probationary wrens entered the establishment which was later to be known as HMCS *Bytown II*. Each week thereafter, recruits from across the nation arrived to learn how to look, act and think like a wren. Each new class was made up of about 100 girls.

Early in November it was announced that Her Royal Highness the Princess Alice, Countess of Athlone, wife of the



It took courage and agility to climb the towering signal mast at HMCS St. Hyacinthe, the war-time communications school at St. Hyacinthe, Quebec, but those were qualities in which the wrens, undergoing visual signals training, were not lacking. (M-1323)

Governor-General, had accepted an appointment as Honorary Commandant of the WRCNS and she paid her first official visit to Galt in December.

Also, in December, Lt.-Cdr. Doris Taylor and Lt.-Cdr. Lorna Kellett arrived from England to take up staff duties. The same month, the Navy obtained the Seminarium building in Ottawa for accommodation of up to 300 wrens and re-named it Wallis House.

Because of an urgent West Coast requirement, 53 wrens volunteered and proceeded that month to Vancouver to serve as plotters and coders.

The first of the new year saw wrens arriving in Halifax for duty in the Fleet Mail office—some of the first jobs they

took over in the Atlantic Command to release men for active duty at sea.

By February, there were 400 Canadian wrens on active service, and an officers' training course was inaugurated in Ottawa where Hardy House had been obtained. Wren officer cadets were given a three-week intensive training course on the successful completion of which they were granted commissions.

On March 1, 1943, Chief Officer Dorothy Isherwood became Director of the WRCNS, and replaced Captain Brock, who had been appointed overseas. Superintendent Joan Carpenter also returned to England that month, forced to retire because of serious illness.

On the West Coast, the WRCNS acquired a hotel building that month in Esquimalt for quartering wrens.

IN APRIL, the first wrens to go on foreign service were posted to Washington to work with the naval section of the Canadian Joint Staff. This group totalled eight. Also by this time, 230 girls were working at Naval Headquarters and there were 1,000 in uniform. In May, the Minister for National Defence for Naval Services, the Hon. Angus L. Macdonald, visited the training school at Galt.

Early in June, 1943, the titles Superintendent, First, Second and Third Officer, were abolished and officers of the WRCNS were given the same rank titles as the men.

Also in June, the training establishment at Galt was commissioned as a ship of the RCN and was named HMCS *Conestoga*, honouring early settlers in the area who had come from Pennsylvania in conestoga wagons.

A special point of pride for the wrens was that Lt.-Cdr. Isabel Macneill, of Halifax, who was one of the members of the first class was appointed commanding officer of *Conestoga*, and she became the first woman in the navy's history to command a "ship".

At the end of July, increased rates of pay for women in the services was announced bringing wrens' pay up to 80 per cent of the men's. They were now allowed dependents' allowance and trades pay. Married wrens could now accept marriage allowance from husbands in the services.

In August, headquarters announced that the first group of wrens had been chosen for overseas service with the RCN.

This caused considerable excitement among the wrens, who had been given to understand that overseas service would not be considered for "some time." Eventually more than 300 girls served in London, Glasgow, Greenock, and Londonderry. To qualify for this duty, volunteers had to be over 21 years, with a minimum of six months' service.

An August 15, it was announced that Captain Isherwood and Lt.-Cdr. Kellett would return to England in September, and the new Director of the WRCNS would be Lt.-Cdr. Adelaide Sinclair, of Toronto, who had just completed three months service in England where she studied methods of the WRNS.

August 29 was marked at all wren establishments as the first anniversary of the WRCNS with a Birthday Ball in Ottawa, and the Admiral taking the salute for march-pasts and parties at all

divisions. There were 1,000 wrens in Halifax for the birthday parade inspected by Rear-Admiral L. W. Murray. American Waves came from Seattle and Rochester, N.Y., to take part in anniversary celebrations at Vancouver and Galt.

The first anniversary also saw the branch already over its official quota of 4,000 and British officers who had helped the younger service get started had been returned.

In September, new hats and altered uniforms were officially decided for the wrens, who had been wearing seamen's serge during the first year. Lt.-Cdr. Sinclair became Commander, and Director of the WRCNS, on September 18, and on that day she launched a new cargo vessel at Montreal. On the same day, in Ottawa, Captain Isherwood was guest of honour at a farewell party at the wren barracks.

During 1944 the 5,000 mark was passed in recruiting wrens, and new categories were opened and new bases established.

ALL WRENS were volunteers and signed up for service anywhere in the world, for the duration of the war. There were Canadian wrens at every naval base in Canada, in New York, and Washington where they worked with Canadian and Royal Navy authorities. They were also stationed in Newfoundland, and the United Kingdom. After V-E Day, many volunteered for service in the Pacific.

Their jobs included such duties as: cooks, stewards, wardroom attendants, laundry assistants, motor transport drivers, sick berth attendants, supply assistants, regulators, coders, signallers, wireless-telegraphers, plotters, information and intelligence workers, postal clerks, research assistants, photographers, dental assistants, writers (including pay, captain's writers, writer clerks and writers general duty who handle office and secretarial work) and many special duties.

In April 1945 Lt. Jessie Torrance was appointed to deal with wrens' demobilization and rehabilitations.

Recognition was given to the contribution of service rendered by the wrens by the granting of the following honours and awards:

OBE

*Captain Adelaide H. G. Sinclair
Commander Isabel J. Macneill
Commander Evelyn M. Mills*

MBE

*Commander Helen M. MacDonald
Lieutenant Commander Edna M.
Whinney*

*Lieutenant Mary O. Armstrong
Lieutenant (SB) Norah J. Cooper
Lieutenant Margaret Mackie
Lieutenant Mary E. Frances Mills
Lieutenant (S) E. Lillian Newman*

BEM

*Acting Petty Officer M. A. T. Blesse
Petty Officer Cook (S) Rose E. Boots
Chief Petty Officer Telegraphist Irene
F. Carter
Wren Margaret J. Davidson
Acting Chief Petty Officer (WA) Agnes
Frame
Chief Petty Officer Cook Helen A. Major
Leading Wren Writer (P) Margaret E.
Nyland
Regulating Petty Officer Irene Ridout
Acting Petty Officer Margaret E. Robert-
son
Master-at-Arms Phyllis R. Sanderson*

Commendations

*Lieutenant Diana Spencer
Petty Officer Dorothy Hill*

BY EARLY 1946 the WRCNS was disbanded, and ex-wren associations were formed in many large cities. In August 1950 a reunion was held in Toronto and, despite a nation-wide railway strike in progress, no fewer than 1,000 ex-wrens showed up.

In May 1951 Parliament authorized the formation of a wren section in the RCN (Reserve). Recruits entered the RCN(R), with the initial ceiling of 500 women to serve various naval divisions. Rather than being a separate organization as during the war, post-war wrens formed an integral part of the reserve.

In July 1951 recruiting began for 150 women to serve on full time duty as members of the RCN(R).

In February 1955 approval was given to establish wrens as part of the regular force of the Royal Canadian Navy, which marked the first occasion when full-time careers could be planned in the naval service for wrens. This also was the first time a Commonwealth navy integrated the wrens into the permanent force.

Today, 32 wren officers and 173 other ranks are serving as members of the Royal Canadian Navy. As such they receive the same pay scales as the men, and serve with the same rank. Under navy career planning, wrens may retire with the same pension as the men.

Thus, from a small war-time beginning, the wrens today have a history of their own which is entitled to share in the navy's 50th anniversary. And even better, as members of the permanent force, they celebrate the anniversary with as much pride as any man.

*Seamanship and the naval way of life are taught to 10,000 boys in
150 cities and towns from coast to coast*

ONE NIGHT a week 10,000 boys in more than 150 cities and towns across the nation put on uniform to become part of a nautical organization older than the Royal Canadian Navy itself.

The boys—all between 14 and 18 years—are members of the Royal Canadian Sea Cadet Corps, and as such are junior affiliates of Canada's naval service.

The history of the corps dates back to 1902—eight years before the RCN came into being. It was formed by the Navy League of Canada, which was organized in 1896 as a branch of the mother league in the United Kingdom.

The League organized volunteer naval brigades for the purpose of "encouraging boys and young men to receive practical and theoretical instructions in seamanship."

In 1917 the Canadian league received its charter and the same year the term "sea cadet" was included in the training program.

It was in 1941 that the Navy first took an official part in the affairs of the Sea

Cadets. It was then agreed that the League would in general operate the corps, with the navy providing uniforms, instructions and training.

Under this arrangement the League sponsored summer camps in each province. These have since been merged into one RCN camp on each coast. Interested citizens serve as instructor officers and the local corps is run by a committee of the League.

In 1942 King George VI approved the use of "Royal" for the Corps and the official name became "The Royal Canadian Sea Cadet Corps".

During two world wars and in Korea, officers and men who served with distinction in the Royal Canadian Navy could credit much of their early interest in the navy to membership in the Sea Cadets.

In addition to the Royal Canadian Sea Cadet corps sponsored jointly with the RCN, the Navy League also operates the Navy League Cadet Corps for boys 12 to 14 years. Many of these boys "graduate" into the senior cadet corps.

Girls, too, are included in the League's cadet program, and a number of cities have "Wrenette" corps which participate in a training program similar to that of the boys.

Shore training is not all that is in store for RCSCC members. Cadets who distinguish themselves by their diligence and progress during training are rewarded with cruises on board RCN ships and visit many distant countries.

Last February twenty-four sea cadets from eight Canadian provinces embarked in three destroyer escorts for a two-and-a-half-month operational cruise ranging across the Pacific to Japan and Hong Kong.

HMCS Ships *Saguenay*, *Ottawa* and *St. Laurent* sailed from Esquimalt, February 8 for extensive anti-submarine exercises with United States Navy units in the central and west-Pacific areas. In the course of the operations, the ships called at Long Beach, California, the Hawaiian Islands, Yokosuka and Kobe in Japan, Okinawa, Hong Kong and the Aleutian Islands, returning to their home port of Esquimalt April 29.

The sea cadets making the cruise were selected by their various Corps on the basis of general proficiency and regular attendance. They were integrated into the three ships' companies and carried out the normal duties of young ordinary seamen in the navy. Time was set aside for supervised study in academic subjects so that their school work was kept up to standard during their absence from school.

The Navy League has for years offered numerous scholarships to colleges and universities for sea cadets and ex-cadets. One such scholarship is valued at \$1,500 and enables the recipient to enter HMS *Conway*, well-known sea training school in England.

Each year since 1940 a "Navy Week" has been sponsored by the League to pay tribute to the Royal Canadian Navy, the Merchant Navy, and to honour those who died for Canada; a further reminder to Canadians that sea power builds security.

Her Majesty Queen Elizabeth II, like her father before, is Royal Patron of the Navy League of Canada. His Royal Highness the Prince Philip is Admiral



Six sea cadets, embarked in destroyer escorts of the Second Canadian Escort Squadron during a training cruise to the Far East, are amused by a young gooney bird on Midway Island. They are, left to right, Petty Officers Alan Cox, Nanaimo, B.C.; Lorne Fraser, Bridgewater, N.S.; Ron Demarcky, Winnipeg; Ken Kaler, New Westminster, B.C.; John Fulton, St. Catharines Ont.; and Russell Robinson of Toronto. (CCC-2084)

of Sea Cadets. His Excellency the Governor-General, the Lieutenant-Governors of all provinces, the Prime Minister and the Minister of National Defence are Patrons of the Navy League of Canada.

Continued interest in the Sea Cadet Corps among boys is reflected in recent enrolment figures. These showed that 10,381 cadets and 1,130 officers made up this unique group.

While many cadets do enter the Navy, they are under no obligation to do so. However thousands of sailors in the RCN have received sea cadet training and the number of former sea cadets

accepted for officer training each year is impressive.

The success of the Corps under League guidance is recognized even outside Canada. The Navy League of Canada works hand in hand with Navy Leagues throughout the world.

In 1958 the president of the Navy League of the United States visited Ottawa to have a look at a typical Sea Cadet Corps and groups, modeled along Canadian lines, have since been established south of the border.

In addition to its activities with the Sea Cadets, the Navy League of Canada is well known for its hostels, clubs

and recreational facilities during the Second World War.

Today, the League operates the Sea Gull Club in Halifax which provides a cafeteria, sleeping accommodation, and recreation facilities for off-duty naval personnel. The club's facilities have more recently been extended to army and air force personnel in the area.

The Navy League of Canada this year marks its 65th anniversary, and throughout the years has held steadfast to its objective of promoting Canada's freedom and prosperity through its support of the nation's maritime interests.

Figureheads Recall Days of Sail

WHEN the Admiralty decided to close the RN Dockyard Bermuda in 1952, the Commodore RCN Barracks in Halifax (now Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast) urged the official machinery into motion to preserve the four figureheads which graced the Bermuda premises. After the usual exchange of formalities, it was agreed to lend to the Naval Museum of Halifax these colourful relics of sailing ships days. The frigate *Swansea* was able to report in January 1952



HMS IMAUM

that, by her own efforts and with the benevolent aid of local authority, she had taken on board the figureheads of HM Ships *Imaum*, *Conqueror*, *Forward* and *Urgent*.

HMS *Imaum* was a third rate of 72 guns, 177 feet in length which was built in Bombay in 1826 and given to the Royal Navy as a present by the Imaum of Muscat. She was led over the waves by a bosomy lady with black hair and uncertain eyes, who now greets visitors to the Maritime Museum on Citadel Hill, Halifax.

HMS *Conqueror* was a second rate of 101 guns, 240 feet overall, which was launched at Devonport, England, in 1855 and lost on Rum Cay in the West Indies, December 29, 1861. Of her figurehead only the head remains, it is now safely lodged in the Halifax Museum.

HMS *Urgent* was a 273-foot iron troopship built at Blackwall in 1855, which ended up as a depot ship at Jamaica. Her figurehead was a man with one arm, tremendous sideburns and a neat green coat trimmed with white. He stands in HMCS *Stadacona* overlooking the parade square. He looks somewhat fearfully up to heaven, appalled, according to the gunnery instructors, at what he sees.

HMS *Forward* was a small 125-foot wooden gunboat built at Northfleet in 1856 and sold in Esquimalt in 1869. She



HMS URGENT

too had a female figurehead of alarming proportions. It now serves to inform the new entries at HMCS *Cornwallis* of the charms of the gentler sex.

These four relics of the past were brought to Canada through the efforts of the Navy—HMCS *Swansea* in particular. It may be that there remain other figureheads which could still be saved. If so, the Maritime Museum of Canada would be very glad to hear about them.—C.H.L.



Strength of The Royal Canadian Navy

THE TOTAL personnel strength of the regular force of the Royal Canadian Navy on January 1, 1960, was 19,926 officers, men, and wrens. Of this number, 9,849 officers and men, or 49 per cent of the RCN total, were serving at sea. This is one of the highest sea-shore ratios of any navy.

Manning the fleet in the Atlantic Command were 6,988 officers and men. In the Pacific Command, 2,861 officers and men were serving at sea. In HMC Dockyard, Halifax, and in the Navy's other shore establishments on the east coast, there were 7,973 personnel. On the west coast, 2,114 officers and men were serving ashore.

At the beginning of January 1960 there were 2,572 officers, 17,205 men and 159 wrens in the RCN. In addition, there were 419 officer cadets, 211 technical apprentices and 38 bandsmen apprentices under training.

The ship with the largest complement in the RCN is the aircraft carrier, HMCS Bonaventure, with more than 1,000 officers and men, including air personnel. At the other end of the scale are the Bird class patrol craft, each of which is manned by one chief petty officer and 17 men.

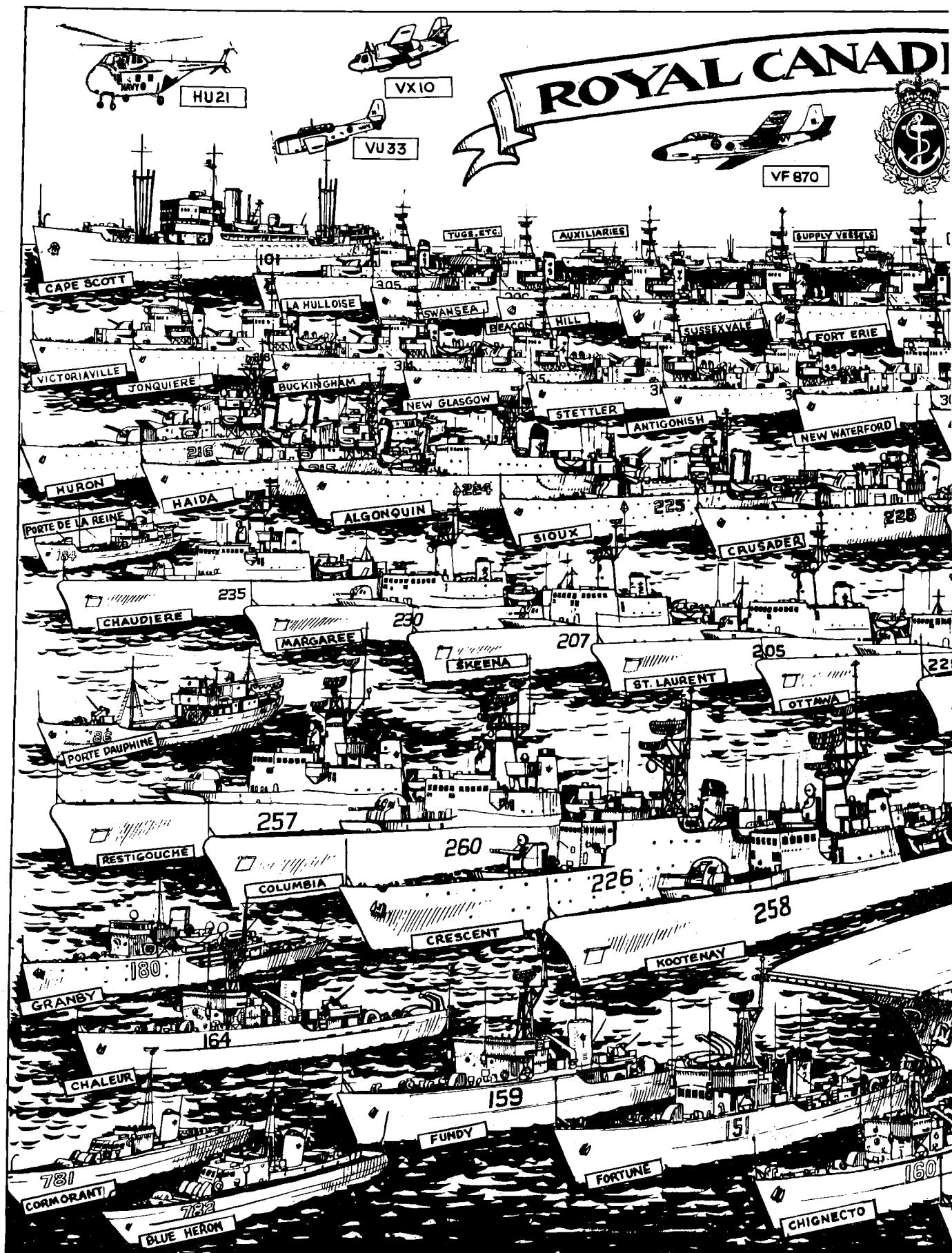
HMCS Shearwater, the naval air station near Dartmouth, N.S. has the largest complement of any shore establishment in the RCN. On January 1, 1960, there were 1,901 naval personnel serving on the air station. The establishment with the smallest complement is HMCS Avalon, at St. John's, Newfoundland, with three officers and five men.

At January 1, 1960, there were 3,516 officers, officer cadets, men and wrens on the active list of the Royal Canadian Navy (Reserve).

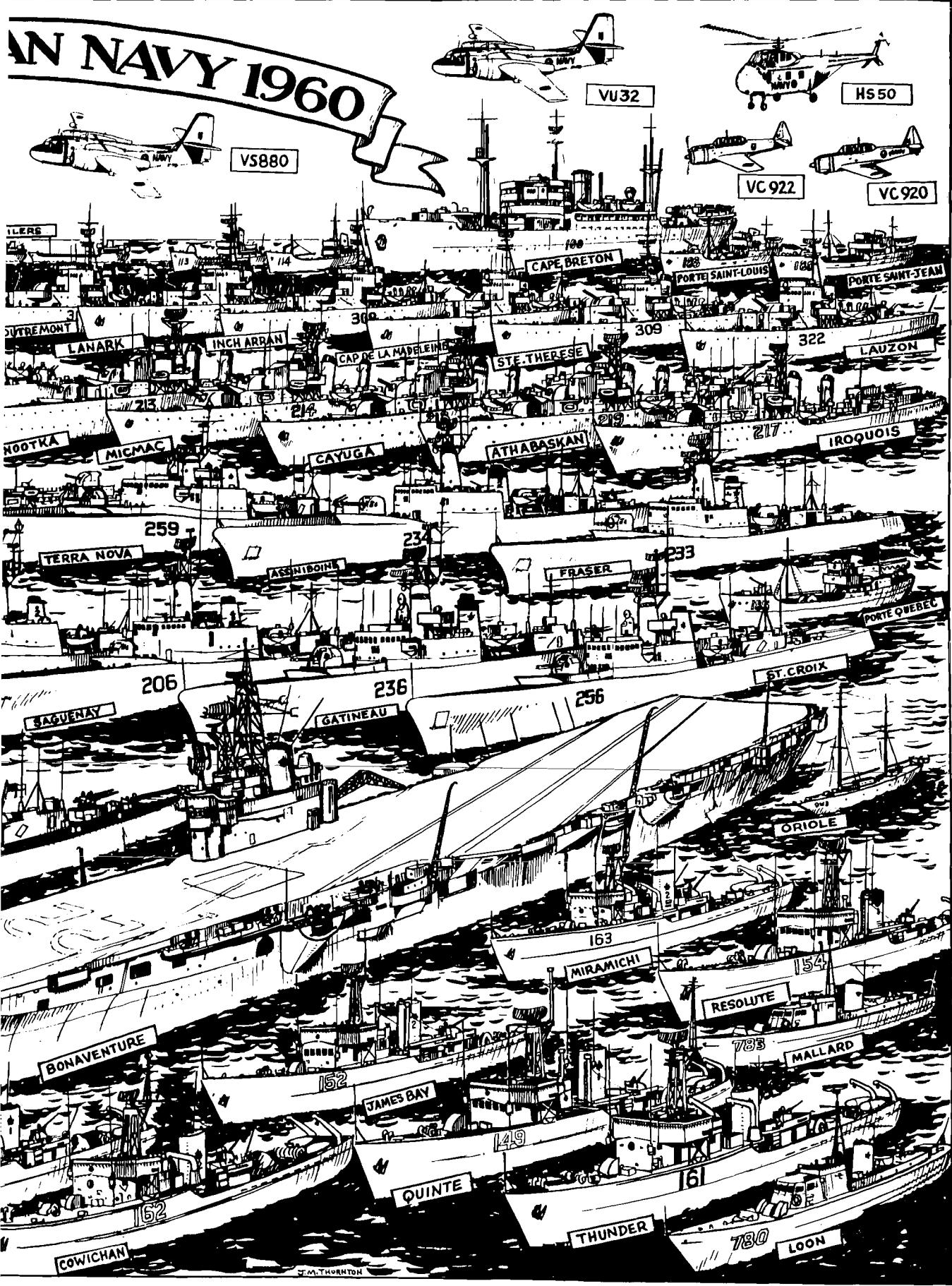
There were 13,000 civilians employed with the Navy at the beginning of the year.



The badly damaged submarine U-744 is forced to the surface by the corvette Chilliwack after a running battle in the North Atlantic in March 1944. The U-boat surrendered and was later sunk by a torpedo. (R-1078)



AN NAVY 1960





The frigate HMCS Swansea dips behind a long Atlantic swell during convoy escort duty in the Second World War. (GM-1441)

The Role of the Royal Canadian Navy

THE ROLE of the Royal Canadian Navy is to defend Canada and to contribute to the collective defence of the NATO area against attack from the sea. In addition, the RCN may be required to assist in the support of the United Nations, as directed by the Canadian Government.

To meet its role, the RCN maintains, in a state of readiness, an effective force of anti-submarine ships and aircraft with up-to-date equipment and logistic support.

Both the specialized task and over-all role of the RCN are made necessary by the present existence of a submarine threat which, in terms of numbers and destructive potential, is far greater than any the world has ever known.

As its part in countering this threat, the RCN has achieved a position where it has more ships and men at sea than ever before in peacetime. Continual, concentrated training programs have raised efficiency to a high level.

While the emphasis has been on the creation of forces in being, in accordance with its assigned duties, the Navy is also giving careful attention to the future, in the form of study, research, development and planning, and of programs of re-equipment and new construction that will give added strength and flexibility to a fleet that in size is small but in quality is determined to be second to none.



Ships of the Fishermen's Reserve on the West Coast did not see action against the enemy, but there is proof in this picture of HMCS Santa-Maria that they did see action of another sort. The little patrol craft were rugged and seaworthy but speeds were mostly in the six- to eight-knot range. (E-1331)

THE FISHERMEN'S RESERVE

ONE OF THE LEAST KNOWN stories of the Second World War is that of a unique group of West Coast fishermen who went to war in their fishing boats.

These fishermen put on naval uniforms, had guns, minesweeping gear and depth charge mountings installed on their craft, hoisted the White Ensign, and put to sea as part of the war-time Royal Canadian Navy.

Their job was to patrol Canada's Pacific coast, with its hundreds of islands, inlets and channels, alert for any evidence of enemy activity. The coast of the B.C. mainland measures 1,579 miles and the islands add another 3,979 miles.

For the patrol job there was none better than the fishermen with their

first-hand knowledge of the coast and its tricky waters. Their small craft were capable of penetrating the small bays and inlets along the B.C. coast.

Members of the Fishermen's Reserve performed numerous salvage tasks, aided other vessels in distress, and once landed a crew in a densely wooded area to capture a bandit.

Necessary orders to organize the Fishermen's Reserve were approved by the government in 1938, and in February, 1939, the training program was started.

The keenness of B.C.'s fishermen was reflected in the fact that the first course, which lasted one month, resulted in more than 40 boats turning up with full crews.

When war was declared, the Reserve was immediately called up and the fish-

ing boats reported for duty as they arrived in harbour from the fishing grounds.

By the end of September, 16 vessels had reported at Esquimalt or Prince Rupert, and immediate steps were taken to outfit the boats for their war duties. They were armed with depth charges and light anti-aircraft guns, and many were also equipped for inshore mine-sweeping.

Up to the end of 1941 no administrative staff had been established for the Reserve, and the duties of Commanding Officer were carried out by the Commanding Officer of HMCS Givenchy, a naval establishment at Esquimalt.

When Japan entered the war in December 1941, there was an immediate need for more patrols along the Pacific

coast. The need was partially met by commandeering 20 vessels formerly owned by Japanese fishermen. These were fitted out by the Navy and manned by the Fishermen's Reserve.

In September 1942 orders were issued to recruit 400 men as soon as possible for assault landing craft duties. William Head quarantine station, near Esquimalt, formerly used for training, was again taken over by the Reserve. By this time, most fishermen were already in the Reserve, or had enlisted in other armed forces, and many recruits came from logging camps.

As the war entered its fourth year, the Reserve boasted 50 vessels with a complement of almost 1,000 officers and men.

The Fishermen's Reserve had two ranks not found elsewhere in the service. These were the officer's ranks of "skipper coxswain" and "coxswain", which corresponded to warrant rank in the regular navy and reserves, except that they were junior to the established warrant ranks.

The two ranks were apparently introduced to meet the case of men who were perfectly competent to handle small ships in coastal waters but who lacked the academic or technical qualifications usually required of a naval officer. The ranks with their lower pay and limited opportunities of promotion, led to some dissatisfaction and, in the case of the "coxswain", to confusion. The Fishermen's Reserve coxswain wore officer's uniform but his sleeves were devoid of gold lace. This sometimes meant coxswains were mistaken for chaplains—a misunderstanding that could be quickly dispelled by the salty language of the fisherman.

By 1943, it became clear to all concerned that if the war continued it would become essential for the Fishermen's Reserve personnel to undergo regular naval training to offset the increasing difficulties of operating a navy within a navy. A naval staff officer was appointed and a training syllabus drafted.

The assault landing craft unit organized earlier had been separated from the Fishermen's Reserve by 1943, and its training was now taken over by the RCN at HMCS *Naden*, at Esquimalt. There was a need for this unit overseas, however, and the Fishermen's Reserve regulations permitted personnel to serve only on the West Coast. The problem was solved by taking trained volunteers from the Fishermen's Reserve into the Royal Canadian Naval Volunteer Reserve.

By April 1943 HMCS *Givenchy II* was commissioned at Esquimalt to provide the Fishermen's Reserve with a dock area, mess halls and classrooms. An instructional staff was selected and a training syllabus put into operation including field training, seamanship, signals, pilotage, AA gunnery and lectures by commanding officers of various ships.

As the threat to the coast diminished, steps were taken to disband the Fisherman's Reserve. Personnel were given the choice of transferring to the RCNVR or returning to essential industry. Chartered vessels were returned to their owners.

By the early part of 1944, all but 180 men had been transferred to the

RCNVR or were discharged, and in January, 1945, the last Fishermen's Reserve rating was demobilized.

With their seamanship, intimate knowledge of local waters, enthusiasm and readiness for duty, its officers and men won an extremely good name for the Fishermen's Reserve.

One officer was awarded the MBE for an outstanding job of rescue in heavy weather, and five other officers and three men received awards for similar deeds, or exceptional services of other kinds.

Theirs was a unique, little-known organization whose members answered the call in a time of emergency and quietly gave outstanding service until the job was done.



This six-foot, 850-pound cake was cut by Vice-Admiral Harry G. DeWolf, Chief of the Naval Staff, at the Atlantic Command anniversary ball in the gymnasium of HMCS Stadacona on May 20. Petty Officers George Skelton (left) and Cliff Latham took five days to prepare the confection honouring the Jubilee of the RCN. The base was five feet in diameter and each tier was a foot less, with the crown nine inches in diameter. The cake weighed 600 pounds, the icing 250. (HS-61161)

JUBILEE

Special events and ceremonies mark the Royal Canadian Navy's first half-century of service

THE ROYAL CANADIAN NAVY is marking its 50th anniversary this year with special events and ceremonies in major cities from coast to coast.

While the anniversary officially fell on May 4—the date in 1910 on which Royal Assent was given to the Naval Service Act—special activities are being held throughout most of the year.

Nationwide ceremonies commemorating the Battle of the Atlantic were held Sunday, May 8. Naval personnel and veterans in cities and towns across Canada attended special church parades in annual tribute to those of the Navy and Merchant Service who lost their lives in the war at sea.

The Navy League of Canada held its annual "Navy Week" observances beginning May 8. Among the activities were open house and parades by the Navy League-sponsored sea cadet corps and Navy League cadets and Wrenettes.

At Halifax, the anniversary was marked by several events, including a sailpast of 48 ships and a flypast of 50 naval aircraft on May 19 and a fleet regatta in Bedford Basin, followed by a performance of the Sunset Ceremony May 20. "Navy Day" activities on May 21 included demonstrations by ships, aircraft and submarines and, on May 23, the Queen's Colour was trooped in honour of Her Majesty's birthday.

On the other side of the continent, Pacific Command anniversary events included a jubilee ball at HMCS Naden on May 19, special displays at the naval dockyard on May 21, when ships and establishments were open to visitors, and prominent RCN participation in the annual Victoria Day parade May 23.

At Hamilton, HMCS Star made the 50th anniversary the main theme of the naval division's 1960 Admiralty Ball on May 27.

Nearly 500 invitations went out for this event at which the Commanding Officer Naval Divisions, the Commanding officers and officers of Patriot and Star and the president and members of the Hamilton branch of the Naval Officer's Association of Canada were the hosts.

Across the country the divisions of the Royal Canadian Navy (Reserve) are holding special anniversary cere-

monies throughout the year, and most divisions will be hosts to the public at Open House functions.

The anniversary, too, was the theme of the naval veterans' reunions held this year. Naval veterans of the Montreal area held a reunion in early May, the Canadian Naval Association had its sixth annual reunion at Cobourg, Ont., in mid-June, and the Naval Officers' Associations of Canada held their annual meeting at Charlottetown June 9-11.

The destroyer escorts Columbia and Chaudiere visited Quebec City, Montreal, Kingston, Toronto, Hamilton and other Great Lakes ports during a month-long "anniversary cruise" starting late in May. Anniversary visits to Canadian ports on the east and west coasts and in the St. Lawrence and Great Lakes will continue from time to time throughout the year by other ships.

At Ottawa, on Battle of Atlantic Sunday, serving and former members of The Royal Canadian Navy and the Reserve paid tribute at the National War Memorial to those who lost their lives in war at sea. The Honourable George R. Pearkes, VC, Minister of National Defence, placed a wreath on behalf of the Government of Canada. Another wreath was placed by naval veterans.

The ceremony involved the bands of HMCS Carleton, RCSCC Falkland, and personnel from Naval Headquarters, HMCS Gloucester, HMCS Carleton and RCSCC Falkland.

On June 30 and July 1 and 2 a guard and massed bands from the Atlantic Command were to perform the Sunset Ceremony on Parliament Hill, Ottawa.

For four days in mid-March the Fifth Canadian Escort Squadron and HMCS Porte St. Jean, assisted by a helicopter from Shearwater, put on an anniversary show in Bermuda consisting of static displays, parades, open

house, tours of the ships by school children, church parades and a band concert.

On May 8 a one-hour documentary, "The Navy Looks Back", was broadcast by the CBC. Political sidelights on the early days were given by the Hon. H. H. Stevens, one-time federal cabinet minister, and by Senator Charles Bishop, a correspondent in the House of Commons Press Gallery in 1912 and 1913. The voices of officers and men who helped bring about the Royal Canadian Navy and who served during the early days gave authentic reports of the navy over its 50 years.

Three other half-hour television programs were presented later in May by the CBC, in one of which His Excellency, Governor General Georges P. Vanier related, from the decks of the present HMCS Fraser, how he escaped from France in the first Fraser in 1940.

In Halifax five major events highlighted the anniversary celebration in May. The first event was Battle of the Atlantic Sunday, when more than 3,000 naval personnel, along with representatives of naval veterans' organizations and sea cadets, paraded to religious services at the Grand Parade and the Sacred Heart Convent grounds.

Following the services, the companies marched past and the Right Hon. J. L. Ilsley, Chief Justice of Nova Scotia, took the salute.

On May 19, 48 warships and auxiliary vessels sailed past and 50 naval aircraft flew past as the Chief of the Naval Staff, Vice-Admiral H. G. DeWolf took the salute. The warships, 29 strong, manned and cheered ship and saluting guns ashore fired at one minute intervals. A highlight of the sailpast was the launching of a Tracker aircraft from the Bonaventure shortly after passing the saluting base in the dockyard. The following day, at a fleet



regatta, 60 teams pitted their skill and brawn in whaler pulling and war canoe races for the eight trophies at stake, chief of which was the Cock-o'-the-Fleet Trophy. HMCS *Iroquois* was the winner.

Navy Day was held on May 21 and, following a well-established custom, it began for youngsters in the Halifax area in the morning when pupils and members of youth organizations enjoyed a cruise in HMC Ships. Later the dockyard and ships were thrown open to visitors and the public could see the static and other displays telling of the navy's progress over the 50 years of its existence. Other displays and exhibitions included a frogman rescue, crossing the line ceremony, physical training, including trampoline and springboard and cutlass display. Submarines submerged in the harbour and, from one, a local radio station broadcast while under water. A demonstration of fire fighting equipment and many other events kept the 12,000 visitors interested. A performance of the Sunset Ceremony brought the day to a dramatic close.

On May 23 the Trooping of the Queen's Colour was the first since Her Majesty presented her Colour to the Royal Canadian Navy in Halifax during the 1959 Royal Tour. Major-General the Hon. E. C. Plow, Lieutenant-Governor of Nova Scotia, took the salute during the elaborate ceremonial. Visiting ships included the Spanish training schooner *Juan Sebastian de Elcano* and the Royal Navy frigates *Troubridge* and *Ulster*.

In the Pacific Command, Battle of Atlantic Sunday was followed on May 19 by the anniversary ball, and on May 21 by Navy Day, when the general

public found something of interest to everyone. Two days later the Navy participated in the annual Victoria Day parade and celebrations.

The Pacific Command's Navy Day included static and other displays at the Engineering and Weapons Divisions at Naden, at HMC Dockyard, and at Colwood. All areas were linked by bus and harbour craft.

At "A" and "B" jetties in the dockyard, visitors toured a number of destroyer escorts, frigates and minesweepers, including a visiting destroyer, USS *Brannon* and submarine, USS *Bugara*. A destroyer escort was also on view in the historic drydock in the Dockyard.

At Colwood visitors were welcomed aboard the command's most recent addition, the Fleet Maintenance Vessel, HMCS *Cape Breton*.

All ships in harbour were dressed overall, adding to the festive note.

In Victoria, at the Inner Harbour CPR Docks, was HMCS *Fraser*, the ship that brought His Excellency, the Governor General to Victoria from Vancouver.

Among the displays and events were firefighting in the dockyard, naval diving at the Operational Diving Unit in Colwood and an exciting truck rodeo by naval transport drivers, also at Colwood.

Meanwhile over in the Dockyard, the Pacific Naval Laboratory was open to visitors and a helicopter was on display. At Venture the Naden band gave a half-hour band concert and in the barracks the Technical Apprentice Pipe Band performed.

Naval Veteran Heads Legion

WETHER by good management or lucky coincidence, the Canadian Legion has chosen for the first time a retired naval officer as its Dominion president in this, the Jubilee Year of the Royal Canadian Navy.

The new Legion president, elected at the biennial convention at Windsor, Ontario, in late May and early June, is Professor Mervyn Woods, professor of law at the University of Saskatchewan, who was on active service with the RCNVR throughout the Second World War and retired with the rank of lieutenant-commander.

Lt.-Cdr. Woods served with the Royal Navy in 1940-41 in the North Sea, Western Approaches and Gibraltar convoys in trawlers and corvettes and for the last year of the war commanded the frigate HMCS *Longueuil*.

He became widely known throughout the fleet during 1942 and 1943 when he was in charge of the action rooms in HMC Dockyard, Halifax.

The action room was a Royal Canadian Navy development, later adopted by the Royal and U.S. Navies, which simulated night submarine actions and provided realistic training in correct attack procedure.

During the period Lt.-Cdr. Woods was in charge of the action rooms approximately 360 ships' teams and 1,800 officers received training. He was awarded the MBE for his services.

Lt.-Cdr. Woods joined the Saskatoon branch of the Canadian Legion in 1945. He held provincial office from 1953 to 1958 and was elected Dominion first vice-president in that year.

The Canadian Legion, which is recognized as the official spokesman of Canada's war veterans, has a membership of 242,000.

In addition to the services it offers to veterans and their dependents, the Legion has in the past three years undertaken an extensive program to develop track and field athletes in Canada. It has recently introduced a physical fitness program, "Operation Star-Shooter", for boys and girls from nine years of age and up.

On the intellectual side, the Legion contributes more than \$65,000 each year in scholarships and bursaries.

Another of its important contributions has been the investment of \$3,000,000 in low-cost housing for elderly Canadians.



SOME NAVAL TRADITIONS

KINGS, duchesses, plum duff, ravens and hour glasses have all played their parts in developing naval traditions that have carried over into the Royal Canadian Navy of today.

While kings have left many marks on the navy, one tall king is said to have been responsible for naval officers enjoying the privilege of remaining seated while toasting the sovereign. Six-foot-four Charles II, while on board one of HM Ships, struck his head on a low beam while rising to reply to the toast to his health and decreed naval officers should remain seated thereafter.

George II was responsible for the colours of the naval uniform. He was so impressed with the dark blue riding habit, gold buttons and white turned-down collar of the Duchess of Bedford that he ordered the colour scheme to be used in the official naval uniform.

Plum duff, or raisin pudding, gave to one man in the ship, the cook, the right to whistle. In fact it was more than a right, it was an order. Whistling has always been discouraged in warships partly because it might be confused with the boatswain's call, by which orders are passed, but mostly because it might bring on a gale. However, the cook was required to whistle continuously while preparing plum duff (raisin pudding) to signify to his shipmates that he was not stowing the raisins in his own hold.

Long before the advent of radar and other navigational aids, the Norsemen carried ravens in a cage at the masthead of their ships. When they lost sight of land they released a bird and followed its flight as it headed for the nearest shore. Eventually the cage became a lookout station for the ship and came to be known as the "crowsnest".

Another interesting tradition is the striking of the ship's bell to denote the time. Back in the days when time was calculated by the half-hour glass, it was the duty of the ship's boy to turn the glass each time the sand ran out. To show that he was on the job, each time he turned the glass he was required to give the ship's bell a resounding ring. Later the bell was tolled in increasing numbers as the watch progressed, with one bell at the end of the first half hour of the watch, two on the second half hour and so on until eight bells signified the end of the watch, just as it does today.

VALEDICTORY



(NFB Photo)

ANGUS L. MACDONALD

FROM 1940 until near the end of the Second World War, the destiny of the Royal Canadian Navy was largely in the hands of the late Angus L. Macdonald, who not only guided the Navy during the war years but helped to build a firm foundation for the years to come.

As Minister of National Defence for Naval Services, Mr. Macdonald was the political and administrative head of the Royal Canadian Navy during the years of its greatest growth. He put his shoulder behind the establishment of naval aviation as an integral part of the service and his concern extended to the personal comfort of the men serving Canada at sea.

In his final presentation of the naval estimates to the House of Commons, with the end of the war in sight, Mr. Macdonald reviewed the growth and accomplishments of the RCN in these words:

"I look back with pride upon what the officers and men of the Service, supported by the Canadian people, have accomplished in five and a half years. The six ships of war have been multiplied sixty fold, the 1,700 men on active service have been increased more than fifty fold. Our shipyards, which were dormant before the war, have awakened into vigorous and fruitful activity and have built more than 90 per cent of the ships that we now use, and they have,

as well, built many ships for other members of the United Nations.

"Our repair facilities have been developed, docks and marine railways have been established, permanent homes have been created for nearly all of the Naval Reserve Divisions, which, at the beginning of the war, were all living in rented quarters.

"Training establishments of various kinds have been set up where our men receive not only the general training that all sailors require, but where they can acquire, and where many have already acquired, skill in such trades as those of machinists, electrical artificers, radio artificers, shipwrights, welders, motor mechanics and the like. That represents a story of growth and progress that nobody dreamed of in the early days of the war.

"In those early days, the Canadian Naval Staff visualized our Navy's task as the giving of reasonable protection to the trade in our harbours and in the focal points in the vicinity of our coasts. A few months later, it was felt that the utmost number of new recruits that could be handled in the Canadian Navy was 4,500. Any others in excess of the figure should go, so it was recommended, to the British Admiralty for service with the Royal Navy. These estimates and recommendations were, no doubt, based upon Canada's naval experience in the last great war. But they fell far short of the actual performance.

"Bit by bit the strength of the Navy has grown, and its responsibilities have increased. Our men have fought on every sea of the world. They have brought honour and glory to this land. They have been actors in a great drama which now seems to be drawing steadily, inexorably to its close.

"Soon they will come back — those who are left — back over the great oceans where their laurels and honours have been gathered. They will come back to knit up the ravelled skein of their lives and some of them will dwell far from that element which was once their home and battle ground.

"Yet so long as memory lasts the recollection of these great days will be with them, and along with the consciousness of duty done they will carry in their hearts forever the image of a gallant ship and the spell of the great sea."

A NAVY FOR CANADA

DURING 1960 the Royal Canadian Navy will celebrate its Golden Jubilee, the fiftieth anniversary of the passage of the Naval Service Act by the Parliament of Canada. Although fifty years have passed, it is difficult to recount the story surrounding that event without stirring up again the deep-seated political and racial animosities unleashed in the early years of this century by the proposal to establish a Canadian Navy. The echoes of the bitter battles fought in the editorial columns of the newspapers, on the election platforms, and in the parliamentary debates of the day have been heard with diminishing volume in every subsequent general election campaign.

Although the Royal Canadian Navy eventually did come into being, and acquitted itself with heroism and distinction in the Second World War and the Korean War the underlying division of convictions which separated the warring camps in 1910 has never been entirely erased. In the celebrations,

the oratory, and the justifiable pride that Canadians will take in marking the Naval Jubilee, the political acrimony that accompanied the birth of the Navy will be largely overlooked or passed quickly by; the public speeches and newspaper editorials will shed little light on this aspect of the event being celebrated. History will be allowed to bury the bitterness of the past.

However, because of the temporary historical blindness that will be brought on by the Jubilee celebrations, it is considered that a critical examination of the causes and consequences of that historic debate is required at this time. A recapitulation of the highlights of this important segment of our brief political history will provide a datum from which the progress of Canadian unity and maturity over the past fifty years can be measured.

With the establishment of Canada as a federated, responsible, self-governing Dominion in 1867, the regulation of defence and external relations was left

under the control of Great Britain. The energies of the new country were entirely absorbed in the building of the transcontinental railroad, the opening of the North-West frontier, and the resolution of domestic constitutional questions. *Pax Britannica*, upheld by the universally acknowledged supremacy of the Royal Navy, shielded the infant Dominion from foreign aggression. Although boundary and trade disputes arose from time to time with the United States the Rush-Bagot Convention of 1817, which had demilitarized the Great Lakes, to a large extent ensured a permanent peace between Canada and her southern neighbor. There was neither a need nor a desire for a Canadian Navy.

The question of distributing some of the expense of Imperial naval defence among the constituent parts of the British Empire had been raised at various Colonial and Imperial Conferences during the closing decades of the nineteenth century. However, until the

The Author

The accompanying article on the birth of the Royal Canadian Navy was the winning essay in a contest conducted by Canadian Shipping and Marine Engineering News, Toronto, and first appeared in the March 1960 issue of that publication.

The author, Cdr. Robert Grosskurth, was born in Toronto on September 19, 1922, and entered the war-time RCNVR as a stoker, second class, on April 29, 1943.

Following duty on the Atlantic, he was promoted to sub-lieutenant in June 1945 and the next year transferred to the regular force. He subsequently completed an industrial course at the Canadian Westinghouse Company plant at Hamilton, and specialized in communications at Stadacona.

From December 1947 to January 1950 he served on the staff of the Electrical Engineer-in-Chief at Naval Headquarters. In February 1950 he was appointed electrical officer on board the Athabaskan and served in Korea.

He was appointed assistant command electrical officer on the staff of the Flag Officer Atlantic Coast in September 1952, then served on the staff of the communication school at Cornwallis from March 1953 to April 1954.

Cdr. Grosskurth was at that time appointed to the Pacific Coast and in May 1954 became deputy manager electrical engineering at Esquimalt. He was appointed to the Ontario in January 1956.

After several months' service on the staff of the Flag Officer Pacific Coast, Cdr. Grosskurth was appointed in February 1950 to the staff of the Chief of Naval Personnel at Naval Headquarters.

Following a Joint Services Staff Course in England this summer, he will become Staff Officer Electrical Engineering to the Naval Member of the Canadian Joint Staff in London.

He was promoted to the rank of Commander in July 1958.

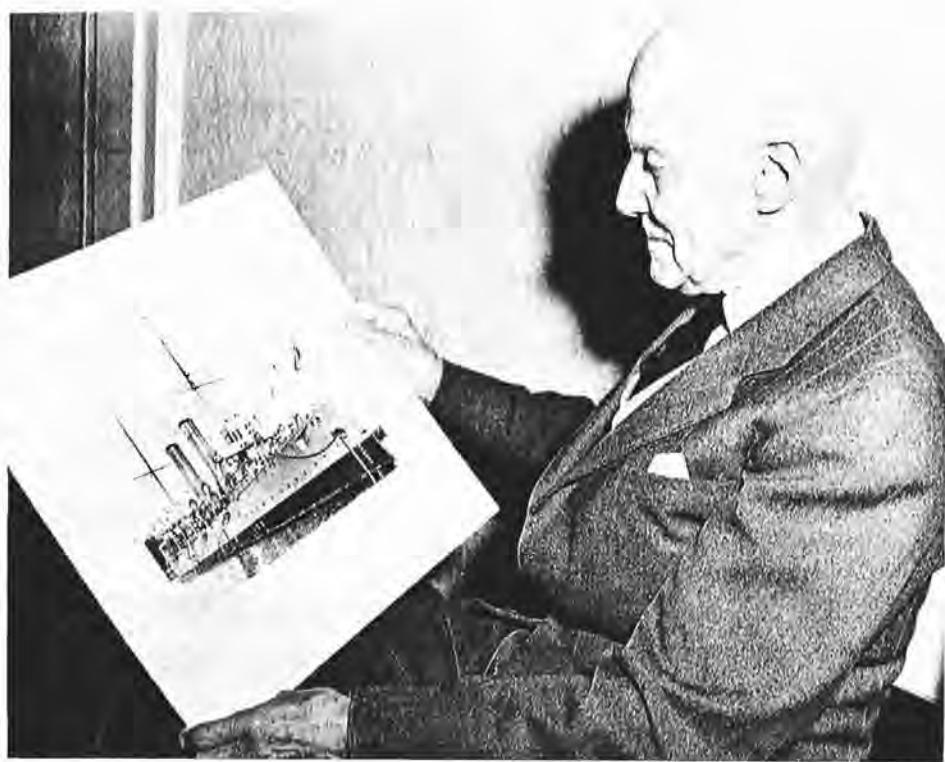


CDR. ROBERT A. GROSSKURTH

beginning of the twentieth century, the idea that the Dominion of Canada might undertake either to contribute towards the cost of the Royal Navy or establish a naval force of its own was never seriously entertained by her leaders.

The Boer War (1899-1902) introduced the new elements of imperialism and nationalism into Canadian party politics and changed the course of Canadian political life. These new elements were spawned by the debate on the extent of Canada's contribution to aid the "mother" country in what was considered by large segments of the population as England's private war. The imperialists, English-speaking Tories, mainly of United Empire Loyalist descent, were supporters of the policies of Joseph Chamberlain, the Colonial Secretary in the Third Salisbury Administration (1895-1902) of the United Kingdom; this group pressed strongly for greater Canadian participation in Imperial defence and for closer ties with the "mother" country by the establishment of an Imperial Federation. The nationalists, chiefly French-speaking patriots who had coalesced into a recognizable political group in reaction to English Canadian jingoism during the Boer War, were followers of the French-Canadian politician, orator and journalist, Henri Bourassa; this group sought greater Canadian national identification through isolation from imperialist ties with Great Britain. They strongly opposed any Canadian participation in the Boer War or any future war in which England might become involved.

On his return from the Colonial Conference of 1902, Sir Wilfrid Laurier, seeking a middle course by means of which he hoped to satisfy the imperialists on the one hand, and the great bulk of the Canadian voting population in between, announced his Government's intention to establish a local naval force which, in times of emergency, could be placed under the control of Admiralty. The public reaction to this announcement was mild but encouraging at the time and it appeared to Laurier that his compromise had achieved the desired result. However, because of Admiralty opposition to this policy, no legislation to implement it was introduced. In 1905, as the result of a redeployment of the Royal Navy, the naval bases at Halifax and Esquimalt were handed over to the Canadian government. A caretaker organization was set up to keep the property in repair but, beyond this, nothing was done to further Laurier's naval policy until the end of the first decade.



Rear-Admiral Walter Hose, who retired in 1934 as Chief of the Naval Staff, looks at a photograph of HMCS Rainbow, which he commanded before the First World War. The picture was taken May 4 during a visit to the Pacific Command, which was "home" to Admiral Hose nearly 50 years ago. (E-55260).

FEW CANADIANS either understood or were interested in the arms race that was developing between England and Germany in the early years of this century. This competition was stimulated when, in 1906, HMS *Dreadnought* was launched at Portsmouth. The first "all big gun" warship revolutionized the concepts of naval warfare and capital ship construction. It also provided a means whereby Germany, with her rapidly expanding coal-and-steel economy, could achieve naval equality with the dominant Royal Navy.

In various discussions between 1902 and 1908, the representatives of the British and Canadian governments had on every occasion reached a stalemate on naval policy. The British government supported the concept of a single imperial fleet towards which each component of the Empire would contribute money and manpower, while the policy of the Laurier Government was the establishment of a local naval force, purely Canadian in character, which could be placed under Admiralty direction in time of war.

During the debate on the Admiralty Estimates in the British House of Commons in March, 1909, it was announced by the government that Germany was speeding up her naval construction and

that by 1912 it was estimated she would achieve parity in numbers of battleships with Great Britain. The response throughout the Empire to this crisis was immediate and generous; New Zealand offered to provide the money to lay down two battleships of the most modern type and similar offers were received from Australia and the Federated Malay States.

In the Canadian House of Commons on the 29th of March of that year, the Honourable George Foster, a New Brunswick Conservative member of the United Empire Loyalist ancestry, proposed that steps be taken to establish the long-awaited Canadian Navy, and that an immediate emergency gift of the money required to build and equip a modern dreadnought be made to the United Kingdom. Sir Wilfrid Laurier countered this proposal with a more specific resolution which rejected any emergency contribution but called for "the speedy organization of a Canadian naval service in co-operation with and close relation to the imperial navy". Sir Robert Borden, the leader of the Conservative opposition, proposed an amendment to the Laurier resolution to include a cash contribution to the Royal Navy "in the case of immediate emergency"; the amended resolution passed the House unanimously.

When the details of the parliamentary debate were reported in the press, the unanimity of the House of Commons was not reflected in the Canadian public; the Navy issue quickly became the subject of one of the most bitter public debates in Canadian history. The Bourassa nationalists accused Sir Wilfrid of betraying his race and his country. The Tory imperialists heaped scorn on the very concept of a national navy; it was dubbed in advance "a tin pot navy" by Conservative Premier Duff Roblin of Manitoba. The French-language newspapers expressed fear and alarm that the Liberal Government might harbour a secret policy of imperialism and attacked Laurier for having "sold out to England." The English-language press denounced the Laurier resolution as inadequate in the face of the crisis facing Great Britain and urged that Canada should follow the example of the rest of the Empire by making an immediate and substantial cash contribution to the Royal Navy rather than contemplate starting a navy, the ships of which would be "mere children's toys."

AT THE IMPERIAL Defence Conference in London in July, 1909, the Right Honourable L.-P. Brodeur, Minister of Marine and Fisheries in the Laurier Administration and one of the Canadian delegates to the Conference, insisted on the principle of a separate navy in the face of British demands for financial contributions to a single imperial fleet. Brodeur was able to work out a compromise with the British delegates; he brought home plans from the Admiralty for the creation of a "distinct fleet unit" to be provided by Canada.

On the 12th of January, 1910, Sir Wilfrid Laurier introduced the Naval Service Bill into the Canadian House of Commons. The Bill provided for the creation of a permanent Canadian naval force supplemented by a reserve and by volunteers, and the establishment of a naval college for the training of officers. The force was to be entirely under Canadian control but, in case of war, it might be placed under imperial control by order-in-council subject to the approval of parliament within fifteen days. Five cruisers and six destroyers were to be built, in Canada, if at all possible, at an estimated cost of \$15,000,000; the annual budget required for the operation of the projected naval force was estimated at \$3,000,000. Laurier stressed that there was to be no liability for service in the Navy as there was in the Army under the Militia Act.

During the subsequent debate, the Honourable Frederick Monk, the leader

of the Quebec Conservatives in the House of Commons, led the opposition attack on the measure. He expressed the belief that Canada was unable to build and maintain a suitable navy and called for a national plebiscite on the desirability of such a force. Despite the vigorous opposition attack, the Bill passed its third reading in the House on the 20th of April by a vote of 111 to 70. After a rapid passage through the Senate, it was given Royal Assent on the 4th of May 1910. The Royal Canadian Navy had been born, but the birth struggle had just begun.

On the 20th of January 1910, shortly after the debate on the Naval Service Bill had begun in the House of Commons, Henri Bourassa attacked the measure at a public meeting in Montreal. He maintained that the initial cost of the proposed navy would be dwarfed by later expenses; he criticized the Bill for not specifically limiting the activity of the force to the defence of Canada. He minimized the German menace, particularly as it related to Canada, and concluded that Canada had no need at all for a navy. This being so, he went on, the proposed navy could only be viewed as Canada's contribution to British militarism and imperialism. He summed up the consequences of the enactment of such a Bill as "disastrous to Canada;" Canada would be drawn into all the wars of England; the United States might be provoked into fortifying her northern frontier in the face of such Canadian armament. Like Monk, he also called for a national plebiscite on whether Canada should have a navy. By this speech and by his subsequent leadership in the campaign against the measure, Bourassa captured the enthusiasm of French Canada.

The campaign against the Naval Service Act was continued vigorously and unabated outside of Parliament through 1910 by the strange coalition of French nationalists and English imperialists. The extent to which Henri Bourassa had won away Sir Wilfrid Laurier's following in the Province of Quebec was demonstrated dramatically in the by-election in the constituency of Drummond-Arthabaska, Laurier's own home riding, in November, 1910. The Liberal candidate attempting to hold the seat for his party was resoundingly defeated. The Conservatives were quick to see the implications in the result of this by-election and began to plan their strategy for the general election expected the following year.

The general election of September 1911 was fought on the twin issues of the Reciprocity Agreement and the

Naval Service Act. Reciprocity was a relatively minor issue in Quebec but the proposed Canadian Navy was the centre of a burning controversy. Quebec was the cornerstone of Laurier's support in the House of Commons and he had to retain a majority of the seats in that province to ensure the re-election of his Government. Henri Bourassa did not contest a seat in the election but, in the editorial page of *Le Devoir* and on the platforms of local candidates he spearheaded the attack against the Liberal régime. Sir Wilfrid Laurier found himself in an invidious position; in a speech at St. Jean during the latter stages of the campaign, he said:

"I am branded in Quebec as a traitor to the French and in Ontario as a traitor to the English. In Quebec I am branded as a Jingo, and in Ontario as a Separatist. In Quebec I am attacked as an Imperialist and in Ontario as an anti-Imperialist. I am neither. I am a Canadian".

Despite Laurier's protests of misrepresentation, Bourassa had effectively captured the enthusiasm and monopolized the leadership of French Canada.

In Ontario, Laurier was accused of betraying Canada to the United States through the Reciprocity Agreement. In addition, the violent Tory opposition to the Naval Service Act continued unabated but on diametrically opposed grounds from those on which the Act was being attacked in Quebec. However, both attacks were being financed from the same campaign chest. The campaign grew increasingly bitter as the weeks went by, and the combined forces of the nationalists and the imperialists, strange bedfellows though they were, proved too much for the Laurier Liberals. On the 21st of September, 1911, the Government went down to defeat before the united, or rather two-headed, attack of the nationalist-Conservative opposition. The Conservatives won 133 seats in the new House to the Liberals 88, an exact reversal of the standing in the previous Parliament. Sir Robert Borden was called upon to form a Government.

DURING the parliamentary debate on the Naval Service Bill in 1910, Sir Robert Borden's position had been somewhat indistinct, and the main opposition attack had been carried by Frederick Monk. Borden had, in fact, appeared to favor the establishment of a Canadian Navy and generally opposed a policy of financial contribution to the Royal Navy except in the event of a serious emergency. On becoming Prime Minister after the Conservative election

victory of 1911, he caused the tenders for the building of the proposed cruisers and destroyers to be cancelled. However, he took no action to repeal the Naval Service Act, and the small organization to which the Act had given birth continued a precarious existence. Two cruisers, the *Niobe* and *Rainbow*, had been procured from the Royal Navy as training vessels, and a Naval College had been established in the old Naval Dockyard at Halifax. Borden did nothing further to implement the Liberal program and it soon became apparent that his naval policy was to be an instrument in achieving a satisfactory imperial relationship with Great Britain. Sir Robert Borden felt strongly that if Canada were to contribute directly to imperial defence, she should share in the formulation and direction of imperial foreign policy. He seemed ready to abandon the idea of a separate Canadian Navy should the United Kingdom consent to share its policy-making function with the Dominion.

In July 1912 Sir Robert was invited to England for discussions on imperial naval defence with Winston Churchill, then First Lord of the Admiralty in the Asquith Administration. Churchill provided him with a thorough briefing on the relative strengths of the Royal Navy and the Imperial German Navy, and strongly urged that Canada should make an immediate emergency cash contribution to allow the laying down of three new battleships. On the basis of secret intelligence received during this briefing, Borden was convinced that the world strategic situation was very critical, that an immediate contribution by Canada to strengthen imperial naval defences was necessary, and that this contribution could not be made conditional on his plans for the furtherance of Imperial Federation at this time.

On his return to Canada in September, he entered into negotiations with the British Government on the terms under which the contribution would be made. He received assurances that the Canadian names, *Acadia*, *Quebec* and *Ontario* could be given to the three ships, that special opportunity would be given for Canadian cadets and seamen to serve in these ships, and that the ships could be recalled later to form part of a Canadian fleet unit of the Royal Navy provided adequate notice were given to Admiralty to allow their replacement by new construction.

On the 5th of December 1912, Sir Robert Borden introduced the Naval Aid Bill into the House of Commons; the Bill provided for the immediate expenditure of \$35,000,000 for the con-

struction of three modern battleships to form part of the Royal Navy.

The introduction of the Naval Aid Bill touched off a long and bitter debate, both in Parliament and throughout the country; every shade of opinion on the relationship of Canada to Great Britain, the Empire and the world was vociferously expressed during its course. The Government, in support of the Bill, maintained that the supremacy of the Royal Navy was seriously threatened; that the contribution of money for the construction of new battleships was the most effective form of immediate support; that direct strengthening of the Royal Navy was the best form of defence for Canada; and that a separate Canadian Navy could not be developed in time to meet the threat.

The opponents of the Bill argued that the payment of money to Great Britain seemed too much like the payment of tribute that this form of support did not properly express the aspirations of the Canadian people; and that the pressure brought to bear by Great Britain in this matter was an infringement of Canadian autonomy. French nationalists maintained that Canada should do nothing whatsoever to involve herself in European power politics; Tory jingoists fervently supported the measure and pressed for the simultaneous development of an Imperial Federation along the lines supported by Joseph Chamberlain at the close of the nineteenth century; ardent Liberals opposed the Bill as detrimental to progress towards complete Canadian autonomy; and moderates of all camps differed in the degree of their concern for safeguarding responsible self-government in Canada.

While the debate was in progress, Winston Churchill was quoted in the press as saying that he doubted whether Canada could build and operate her own navy. These remarks stung national pride and helped to stiffen and consolidate Liberal opposition to the Naval Aid Bill. The Government was driven to invoking closure to cut off the debate

during the Third Reading of the legislation in May 1913 and the Government majority forced its passage through the House of Commons. Because of the long tenure of the Laurier Government (1896-1911), the Senate contained a Liberal majority at this time. On the 29th of May 1913 the Naval Aid Bill was defeated in the Senate by a vote of 51 to 27 and the long and acrimonious debate on Canadian naval policy was effectively brought to an end. The principle of a separate Canadian Navy had finally won over a policy of financial and manpower contributions to the Royal Navy.

By the time the great debate ended in mid-1913, Europe was already entering the period of turmoil that preceded the First World War. By the end of the following summer, war had broken out and all the arguments about involvement in England's wars and the maintenance of Canadian autonomy became lost in the larger issue of world survival. The Royal Canadian Navy, as a separate entity in the First World War, consisted mainly of armed trawlers and yachts, manned by volunteers and Merchant Service reserves. Many Canadian officers and men served gallantly in ships of the Royal Navy. When peace returned, Canada had achieved a sense of national identity and stature from her outstanding contribution to the Allied cause during the war. The animosities and arguments of the pre-war debate became more and more academic during the inter-war years. Although the Royal Canadian Navy was starved for money and ships in the years between the First and Second World Wars, it nevertheless continued to grow slowly and was ready for the tremendous task that was thrust upon it in 1939 when the world was once again plunged into war.

Thus, when the Golden Jubilee is being celebrated this year, these stormy beginnings of our Navy should be remembered. The Royal Canadian Navy has come a long way in 50 years but Canada, as a mature and unified nation, has come even further.



HERE AND THERE IN THE RCN



Days of long ago were recalled recently when Chester A. Furman, 79, visited HMC Dockyard in Esquimalt and met Commodore John Deane, Commodore Superintendent Pacific Coast. Now a resident of Vancouver, Mr. Furman arrived in Victoria in 1890. Five years later at the age of 14, he started working in the Dockyard as a messenger and maintenance man. Later he transferred to the yard's blacksmith shop. Several of the buildings in which he worked are still being used. (E-55696)



Mrs. H. F. Pullen, wife of Rear-Admiral Pullen, and Mrs. R. E. S. Bidwell, wife of Rear-Admiral Bidwell, (Retired), receive World Refugee Year buttons from Mrs. James Kitchin, president of the Jill Tars Navy Wife's club at a dinner at the Lord Nelson Hotel in Halifax. Left to right, Mrs. Kitchen, Mrs. Pullen, Mrs. Bidwell.

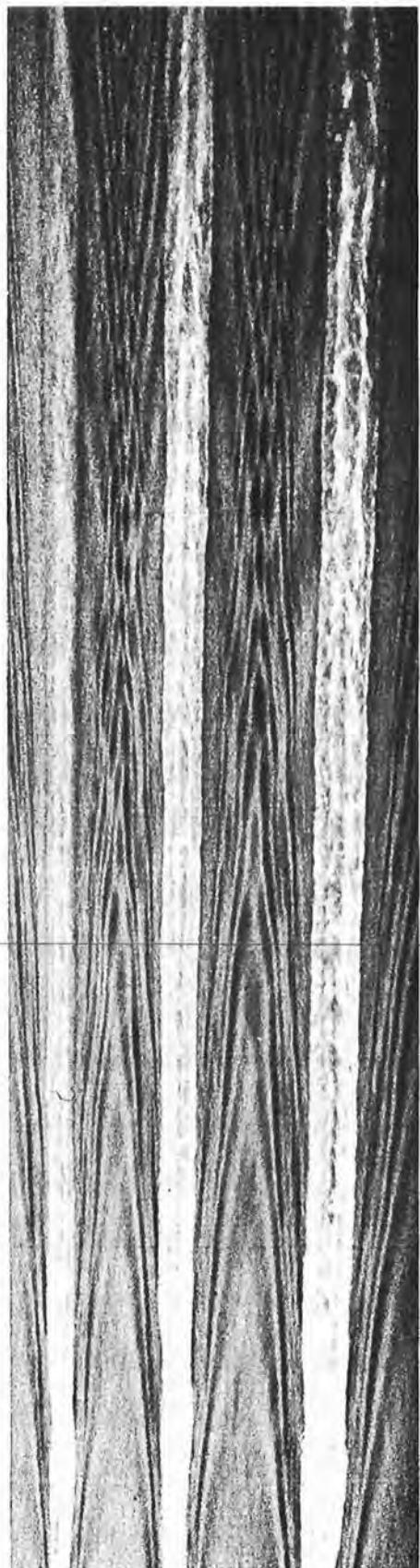


The smallest commissioned warships in the 44-ship RCN Atlantic Command Fleet are three Bird-Class patrol vessels used mainly for search and rescue duties. HMCS Mallard, above, is under the charge of CPO Carl Giles. Statistics of the Mallard and sister-ships Cormorant and Loon are: length, 92 feet; tonnage, 79, and crew, 18 or less. Each is commanded by a chief petty officer. (HS-61425)



CPO Carl Giles, a native of Bedford, Nova Scotia, who commands the Bird class patrol vessel Mallard, took Boy Scouts from Bedford to sea in his ship recently. Around the compass of the Mallard are, left to right, Buddie Ericks, CPO Giles, Terrance Hebb and Warren Tobey. (HS-61408)

What Is It?

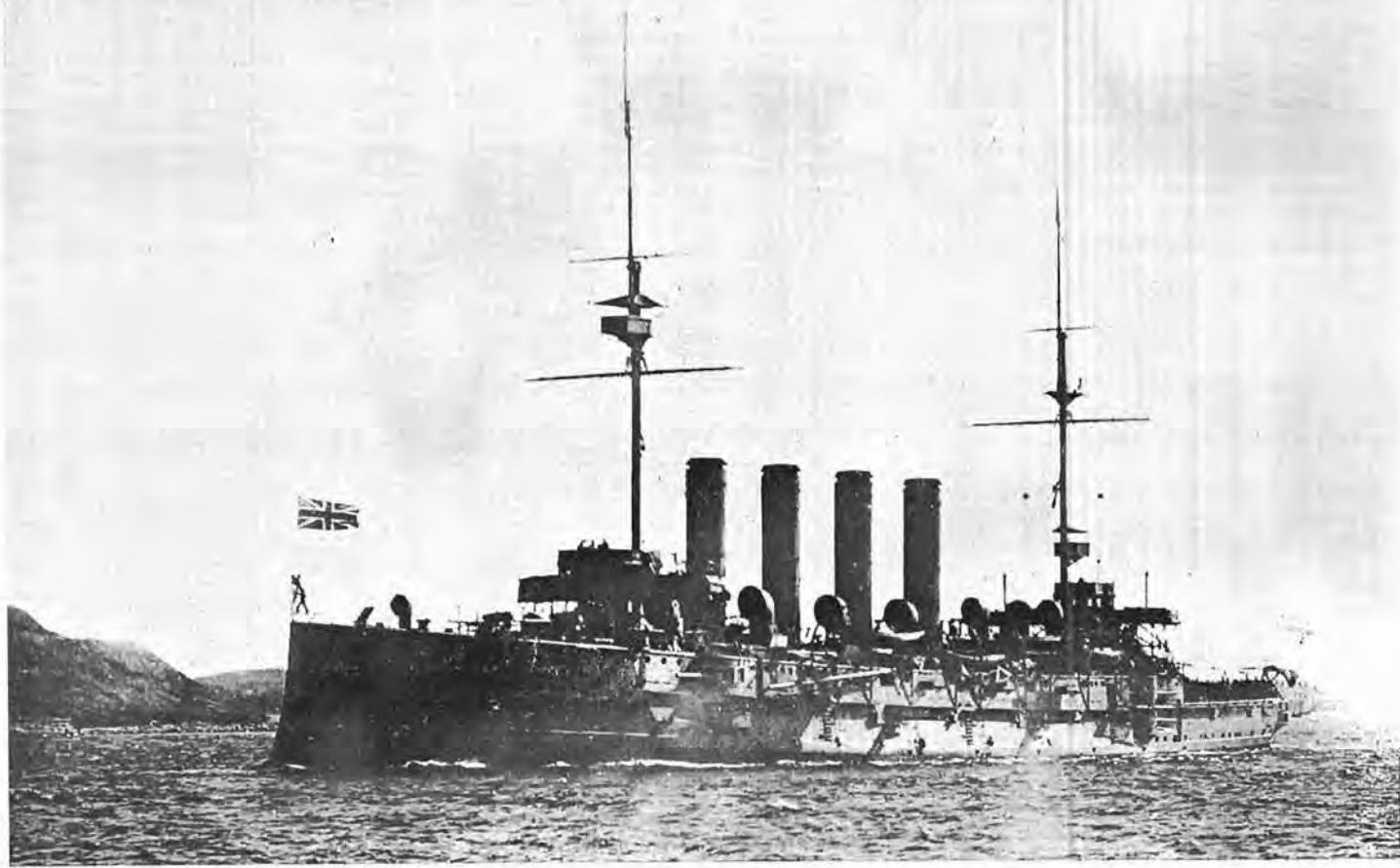


CPO William Hibbert (right) who has processed the applications of more than 500 naval recruits during the past five years, attended a swearing-in ceremony for the last time, in his official capacity of recruiter, in early May at the Calgary recruiting office. He proceeded on pension leave May 9. Reading the oath of allegiance to the recruits is Lt. F. C. Short, Area Recruiting Officer. The new ordinary seamen are (from left) Thomas Ross Saigeon, Warner Atwood, William Wright and Lawrence Griffith. (Photo by Ron Meigh, courtesy Calgary Herald)



Fifty-eight years of service in the Royal Canadian Navy are shared by the Tanner brothers and they wonder whether or not this is a family record for officers promoted from the lower deck. Lt. George W. Tanner (right), who recently proceeded on retirement leave, joined the RCN on February 10, 1930. Brother Jim (Lt.-Cdr. J. J. Tanner, engineer officer of the Fraser) joined as a stoker second class on September 1, 1933. Lt. Tanner has been serving as Equipment and Trials Officer (TAS) at HMC Dockyard, Esquimalt. (E-55960)

Stalks of barley? Descending ballistic missiles? For answer see page 36.



This is a Notman Studio photograph of the arrival of HMCS Niobe in Halifax harbour for the first time, October 21, 1910. When the picture was taken, the ceiling was so low the masthead ensigns (the Canadian Blue Ensign) were obscured in the mist. (HS-6530)

THE ARRIVAL OF NIOBE

THE ROYAL Canadian Navy had two "first" ships, both with equally valid claims to the No. 1 spot. HMCS *Rainbow* was the first to be commissioned, the *Niobe* was the first to take up service in Canadian waters.

The long journey to Esquimalt around South America (the Panama Canal had not been completed in those days) robbed the *Rainbow* of the distinction of being welcomed as the first member of Canada's fleet.

On Trafalgar Day, October 21, 1910, the *Niobe* steamed into Halifax, there to be greeted by Hon. L. P. Brodeur, Minister of Marine and Fisheries, who welcomed her sailors as the first personnel of Canada's navy and the *Niobe* as Canada's first training ship. He had conveniently overlooked the unfortunate career of the steam corvette *Charyb-*

dis, which Canada had on its hands from July 1881 to August 1882.

However, since Canada had no navy at the time of the *Charybdis* affair, there was justification for his oversight. The intention was that the ship be used as a patrol ship and training vessel, but so much misfortune, mechanical and otherwise, attended her stay that she was never put to her intended uses.

When the *Niobe* reached the harbour entrance of Halifax she was met by the fishery protection vessel, CGS *Canada*, in which Canada's first midshipmen had trained. The *Canada* passed a message of welcome and then led the *Niobe* up the harbour. At 12.45 p.m., the *Niobe* dropped anchor off the dockyard and the Canadian navy became a fact.

After the *Niobe* had fired a salute of 21 guns and dressed ship, she was

visited by the Lieutenant Governor of Nova Scotia, Mr. Brodeur and other officials. Mr. Brodeur then gave the following address of welcome:

I HAVE much gratification in extending to you a most cordial welcome to our Canadian waters, and in greeting in you the first personnel of our Canadian Navy. We are very happy to see that this ship is under the command of a young and brilliant officer*, born in our country, with other officers of Canadian birth and association. We are all grateful to you for accepting service in the *Niobe* our first training ship, thereby exhibiting your willingness to help toward the formation and organization of our local naval service.

* Cdr. W. B. Macdonald, RN, native of British Columbia.

The arrival in Canada of this, the first Canadian cruiser, is an event of historical importance. To-day the first training ship of our navy ploughs Canadian waters. Occasions such as this are few in the story of any country, and especially of a young nation like Canada. They are like golden milestones set at intervals along the pathway of our progress and development. As we look back upon the way we have travelled since the days of Confederation we can count with pride these landmarks, and point to them as examples and models for the coming generations to imitate.

This event tells the story of a dawning epoch of self reliance. It proclaims to the whole British Empire that Canada is willing and proud to provide, as rapidly as circumstances will permit, for her local naval defence, and to safeguard her share in the commerce and trade of the Empire. We have a vast Dominion, and a vast future daily opens wider and wider before us.

This is a land of unmeasured proportion and resources, boundless liberties; the fringes of the Atlantic wash our Eastern slopes; the mirror waters of the Pacific reflect the shadows of our Western hills; from ocean to ocean our Ports and our Provinces are being bound together by the great lines of railway. All parts of Canada, interior as well as our seaboard, are interested in the safety of our commerce, in the free circulation of the life blood of our trade through the great arteries of our railways, canals, and mighty rivers. Consequently this event appeals to all classes, conditions, political hues and racial origins. The appearance of this splendid vessel in our ports betokens a mighty stride made by our young Dominion along the avenue of our future destiny.

In welcoming our first cruiser and training ship in the name of the Government and people of Canada, I must not omit to point out how important this initial step in our great project of self-defence is to the Empire of which we form such an important part, in the glory and security of which we see the future stability and strength of our own Dominion. To you, captain, officers and men, we look with confidence that your assistance will be given, in the lines and following the traditions of the great service under which you were trained, to insure the success of our venture. For this noble purpose I am giving my son,** who will join you tomorrow. Great Britain has given us an absolute freedom of action as far as our internal



Hon. Louis Philippe Brodeur, Minister of Marine and Fisheries, welcomed HMCS Niobe to Canada on Trafalgar Day, October 21, 1910. (From a Topley photo in the Public Archives of Canada)

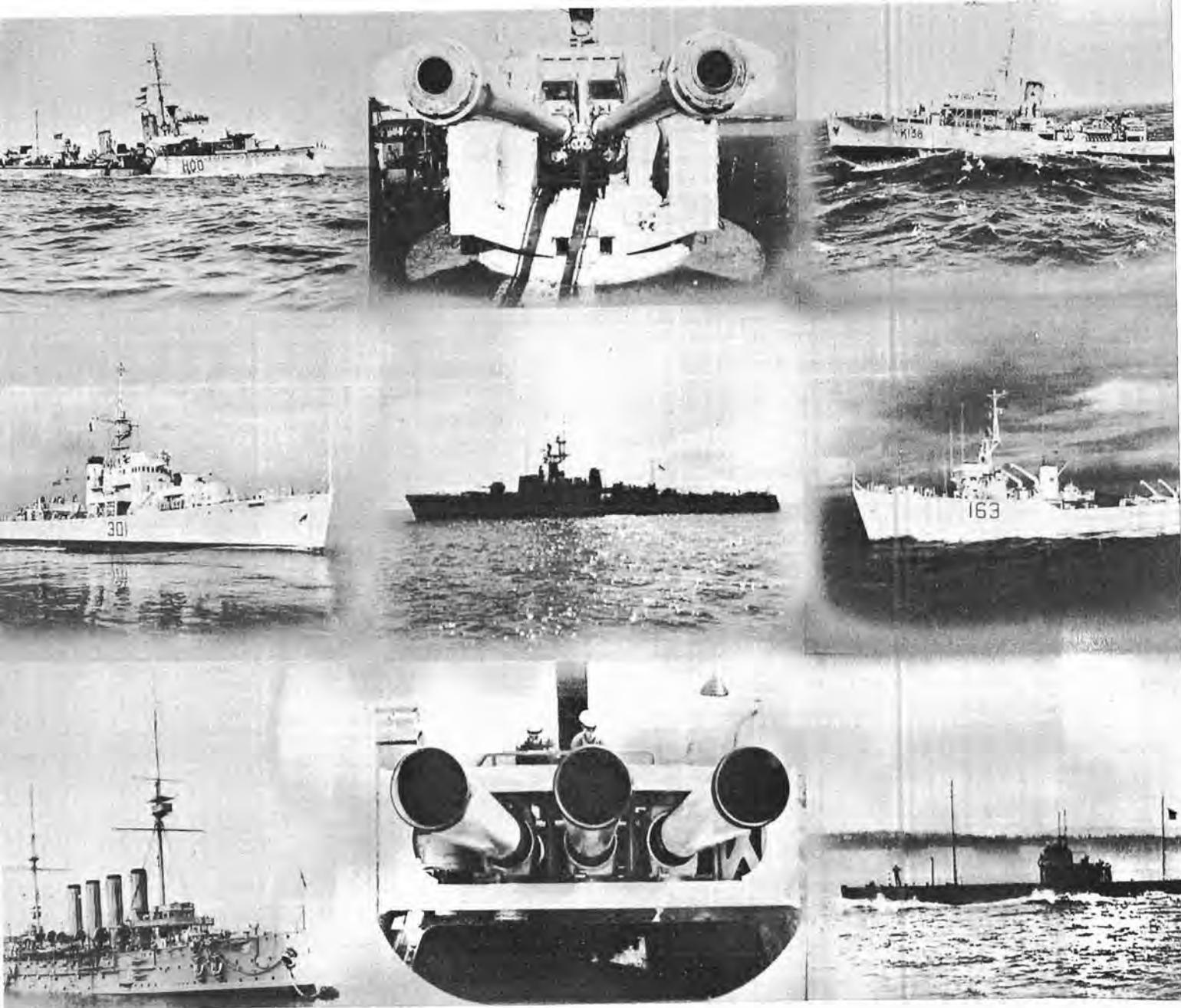
affairs are concerned and the management of them. Equally has the Mother Country consented to be guided by our desires in all international relations that affect our own country, and she has authorized us to negotiate our own commercial treaties. This is certainly the acme of political liberty, it is the finest example of national autonomy that the world can present to-day. But this freedom brings with it new powers for us to exercise, and these bring fresh responsibilities.

Without the powers necessary for the exercise of that autonomy it would be-

come a mere fiction; and powers, without responsibilities in accord with them, would be dangerous and, in many cases, useless weapons for a country to hold. We are prepared to shoulder the responsibilities, and the *Niobe* is today the most striking evidence that we are so disposed.

Then we must consider that our interests are so interwoven with those of Great Britain that her supremacy on the sea and her perpetual command of the great commerce of the world appeal to us and awaken a responsive echo in our country, an echo that springs from

** Rear-Admiral Victor G. Brodeur, who is retired and living in Vancouver.



Old and new ships and new weapons form this Golden Jubilee montage of the Royal Canadian Navy. The pictures are, top row, left to right: HMCS Restigouche, one of six destroyers in the RCN at the beginning of the Second World War; staring barrels belong to a three-inch, 70-calibre anti-aircraft guns of a modern destroyer escort; and HMCS Barrie, war-time corvette, bounces on an Atlantic swell during convoy escort duties. Centre row: HMCS Antigonish, war-time frigate modernized for current training commitments; the new Restigouche, lead ship of the RCN's latest class of anti-submarine warships, and HMCS Miramichi, modern coastal minesweeper. Bottom row: HMCS Niobe, first warship to arrive in Canada for service in the RCN; gaping muzzles belong to anti-submarine mortar of modern destroyer escort, and "CC2", one of two submarines purchased by the B.C. Government for the RCN for service in the First World War. (HS-61119)

gratitude as well as from self-interest. Her rule has been a blessing to civilization and freedom the world over. Her flag has been the protection of the oppressed, has led in the vanguard of civilization, and has shielded millions from the fate which barbarism and ignorance twine around the less fortunate people. If then we can assist, even in a small way, but in proportion to our strength and resources, in the solidifying of her power, the maintenance of her influence, and the safeguarding of her supremacy, it becomes our duty to do so. And in this establishment of a Canadian Navy for the

protection of our commerce and the defence of our coasts, we are displaying to the world our readiness to do our fair share in the upbuilding of the Empire to which we are proud to belong.

Let us rise to the height that the event demands, and give our hearts and souls to the celebration of the arrival of the

first vessel that is to begin the work that we have before us. Like the advent of the discoverer's ship in a new land, the *Niobe* comes to plant the standard of progress and true Canadian national greatness upon the verdant slopes of a glorious future that unrolls its splendid proportions before our vision to-day. Welcome, then, and a thousand welcomes, in the name of the Canadian Government, in that of every loyal and truly patriotic citizen of Canada, in that of the rising generation and finally in that of the Empire in whose world girdling belt Canada is the bright and precious buckle.



Memories of the Naval College

Dear Sir:

I would like to express my delight upon receiving the January issue of *The Crowsnest* in which you printed an article by Commodore A. M. Hope, RCN, with photographs, about life in the old Royal Naval College of Canada.

This article brought back memories of five of the happiest years of my life while serving under the White Ensign.

However, in the column over the initials "E.C.R." on page five, the last paragraph but one states that very little is known as far as official records are concerned, regarding life in the old RNC of C — nothing about study methods, etc.

Perhaps I can fill in some of the vacant spots, as it were, regarding life at the old College, especially from 1911 to early 1916 . . .

The College was opened in January 1911 with 20 cadets registered, and they were grouped into two classes of 10 each, under their own cadet captain. The College was under, as you know, the command of Cdr. E. A. E. Nixon, who, at the time of opening, was a two-and-a-half ringer, known to the staff as the 'First Lieutenant'. The rank of lieutenant-commander was not used, being adopted sometime later.

The Director of Naval Studies was the late Captain B. S. Hartley, who, I believe, came from the Royal Naval College, Dartmouth, England. The Engineer Officer was a Mr. Bartlett, a two-and-a-half ringer, or later Engineer Lieutenant-Commander; the Paymaster was Commander Bissenden. The teaching staff included Mr. L. N. Richardson, mathematics; Mr. A. G. Matcher, science and physics; Mr. Penny, languages, and Lt. Allen, navigation (Capt. Hartley also instructed in navigation). The engineering shops were under the control of a Mr. Kelly, Chief ERA; Mr. Brooker was boatswain, having charge of boats, etc. Mr. George Kinch was physical training instructor, retiring from the RCN as warrant officer. There were three chief petty officers, one of whom was my father, serving under the Director of Naval Studies. The other two chiefs were responsible to the commanding officer and looked after the welfare of the cadets.

When the college was about to be opened in January, Captain Hartley heard that my father was a member of the crew of the *Niobe*, and having been

shipmates with my father in the Royal Navy at Dartmouth, (my father served on two occasions on board the old training ship *Britannia*) he arranged for his transfer to the college to serve with him, and have charge of the laboratories, study rooms and stationery supplies.

My family came to Canada from England, and I received my appointment to the staff in May 1911, first as laboratory boy assistant to the Master of Science, Mr. Hatcher. I was 14 years of age and my duties covered several subjects.

Before the commencement of a term, Captain Hartley would draw up a rough time-table and syllabus of studies, he would then call me to his study, and explain it to me so that I would fully understand it before attempting to put it through the typewriter.

The syllabus covered all periods of study, commencing at 9 a.m. until 4 p.m. with a dinner break at 12 noon, also a prep period each evening from 8 p.m. until 9 p.m., when at the sound of a gong rung by the hall porter, there would be a mad rush for the dormi-



The 50th anniversary of the RCN, May 4, was marked in Newfoundland by a ceremony in which Cdr. William Bremner, Canadian Naval Commander Newfoundland, presented two gangway plates from the cruiser HMS Newfoundland to the government of Canada's newest province. The presentation was made on behalf of the British Admiralty and the gift was accepted by Premier Joseph Smallwood, shown at centre. (NFD-5079)

TWO GANGWAY plates from the cruiser HMS Newfoundland were presented to the Newfoundland government May 4 by the Canadian Naval Commander Newfoundland, Cdr. William Bremner, on behalf of the British Admiralty. He was accompanied by Lt.-Cdr. W. V. A. Lesslie, commanding officer of the frigate HMCS *Lanark*.

The plates had been removed from the British cruiser before she was sold with a view to displaying them in the former colony after which the ship had been named. The people had contributed toward the cruiser's cost during the Second World War.

The presentation ceremony, in the main lobby of the new Confederation Building, was attended by Premier Joseph Smallwood, members of the provincial cabinet and executives. The event took place on the 50th Anniver-

sary of the Royal Canadian Navy, a fact which the premier recalled in his thanks. He stated that the plates would be placed in the Observation Room above the House of Assembly, where the public could view them.

The plates are about four feet long and three feet wide and are solid brass. For the ceremony they were placed on two tables and covered with the Union Jack.

On board the *Newfoundland* the plates were sunk into the deck at positions generally used for gangways.

The *Newfoundland*, of the same class as the RCN's former cruiser *Quebec* (ex-*Uganda*), was completed in 1942. She won the battle honours "Mediterranean 1943" and "Sicily 1943", the latter being an area battle honour for service during the invasion of Sicily in which British, U.S. and Canadian forces participated.

tories, everything being done at the double. It was an amusing thing to watch the cadets in the morning just before the 9 o'clock gong. They would be gathered at the foot of the main staircase, brushing each other's uniforms for the last speck of dust, with one eye on the clock and the moment the gong rang there was a thunder of feet up the stairs to the dormitory for inspection by the commanding officer.

For a few minutes there would be a silence, then a sharp command, a stamp of feet, and another thunderous rush of bodies down the stairs and to the study rooms, or perhaps to the engineering shops located at the south end of the dockyard.

During the science studies or instruction in the laboratory my job was to sit in class with the cadets and take notes (these notes were periodically inspected by the science master) and when class was not in session, I would assist the master in setting up and working on experiments, for further instruction to the cadets, such as chemistry, elementary magnetism and electricity and kindred subjects. During the term, test papers would have to be prepared, each master or instructor would make a rough copy of his test paper and give it to me, and after I was satisfied that I understood their writing, I would type a stencil very carefully, then proof-read it and give to my father, who would set it up on duplicating machine and we would print off sufficient copies for the teaching staff, keeping one copy which was pasted into a large blank book for a record. I might add that Mr. Hatcher made arrangements to have special keys with Greek letters installed on the typewriter for use when making up science papers.

During the time I was on the staff, the engineer officer, Mr. Bartlett, left the College and his place was taken by Eng. Lt. Curry, who in later years re-tired with the rank of engineer captain.

Two languages were taught, French and German.

Upon joining the College the cadets were issued with the necessary textbooks and all stationery requirements were supplied from the stores under my Father's care. I assisted him in this duty. Practical seamanship was given on board the *Diana* and the *Venture*. If I remember rightly the *Diana* was under the command of an elderly lieutenant by the name of Jones, and on several occasions my Dad acted as coxswain, taking the vessel out on weekend trips. During the winter terms, the study periods were divided, the afternoons devoted to recreation, boating, etc. until teatime, then the second period of study until supper, after which came the usual prep. study.

As Commodore Hope has given an outline of their activities there is no need for me to enlarge on his description.

After the term-end examinations were over, there was one job that I took particular interest and care in, and it was strictly confidential. Captain Hartley would call me to his study, and read over his rough copy of the marks and standing awarded to each cadet. I would then make a typewritten copy for him and, with his OK, a stencil would be cut and sufficient copies of this most important document would be printed for official use.

About two years after my appointment I was promoted to laboratory assistant, which I held until my release from the Naval Service in March 1916 for active service overseas.

There were two laboratories in the college. One, the chemical as we called it, was located on the main floor or deck, at the rear of the building, under the officers' wardroom, and a clear view of the harbour could be seen both north and south. From these windows I have seen many ships of the Royal Navy and foreign navies come

and go, especially during the first two years of the war of 1914. The other laboratory was in a separate building located on the waterfront near the college boathouse just north of Jetty 5. This building also held the seamanship room, after the original one was made over into the senior gunroom when the second group of cadets joined the college. This building was a very cold place to work in during the winter, despite the hot air furnace in the basement, especially when a north wind was blowing down from Bedford Basin. In the basement beside the furnace were two sets of carpenter tools, two six-volt generators driven by 110-volt induction motors. These generators were used for charging storage batteries in the laboratory. Also there was a room in which was kept the fumigating apparatus.

During the early years of the College, it had its own radio or wireless room, located at the north end of the top floor. To reach this room you passed through the engineering classroom.

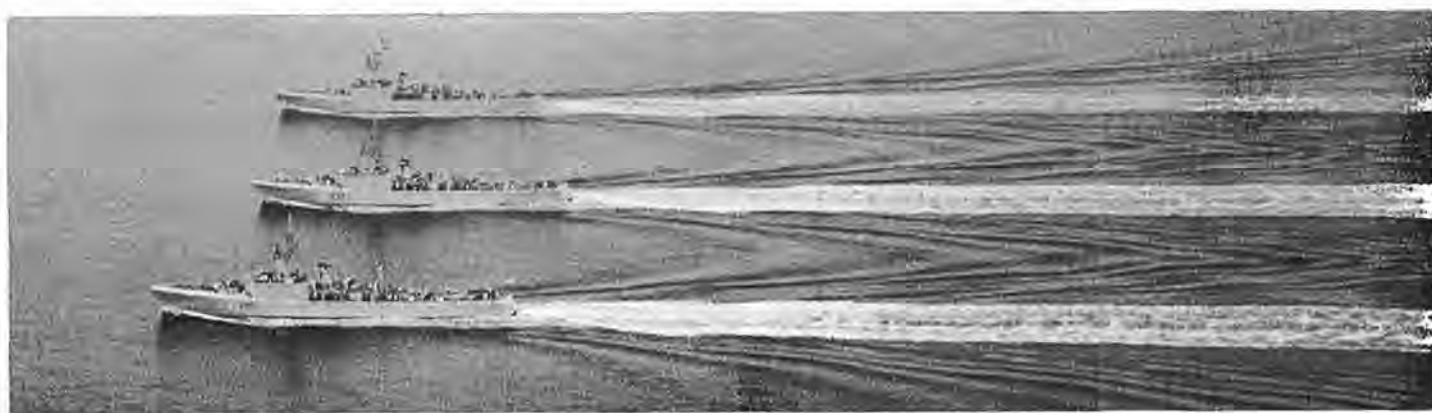
As the Navy became a debatable subject, many were the rumours among the lower deck staff. Would the Navy fold up? Would the College close? These were especially rife when the *Niobe* was placed in reserve and moored indefinitely at Jetty 5, leaving Jetty 4 open for any RN ship coming in for coaling. She remained there until August 1914 when she was recommissioned for active service.

In closing may I wish you all the best during this anniversary year. It's hard to believe that 50 years have gone by since I put foot on board the *Niobe* in Devonport Dockyard, before she left for Halifax, N.S., as a boy visitor in 1910.

Yours sincerely,

FRANK HALL.

355 Arnot Ave.,
Victoria, B.C.



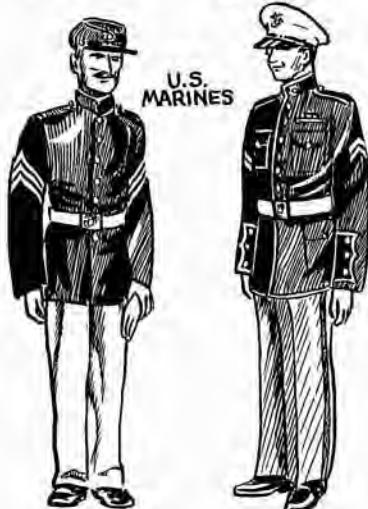
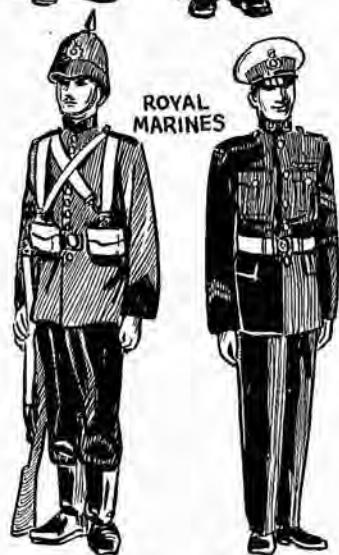
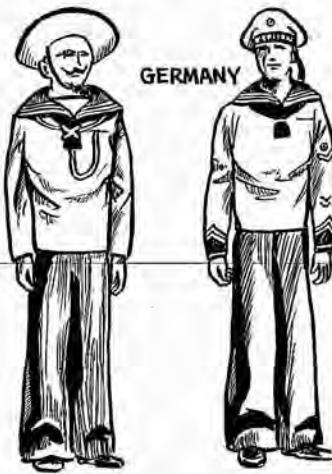
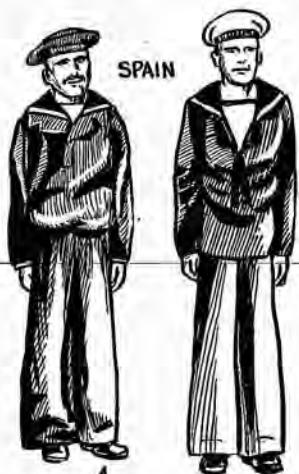
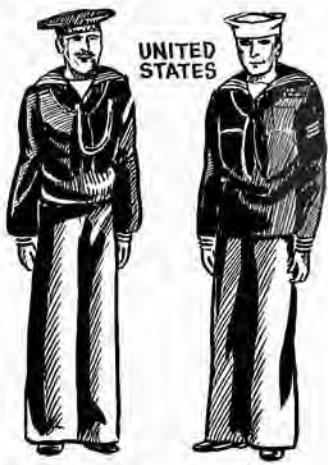
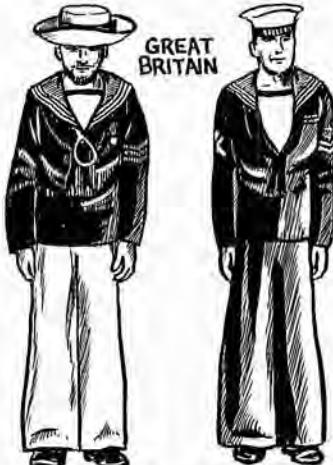
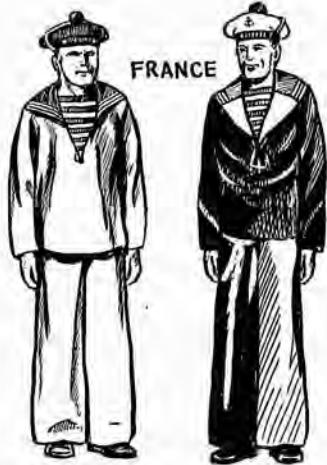
"Guided missiles" would be a reasonably good answer to the question asked on an earlier page of this issue. The wakes of three Pacific Command destroyer escorts, HMC Ships Margaree, Fraser and Skeena, weave an intricate pattern on the sea. (E-55159)

Naval Lore Corner

Number 82

NAVAL UNIFORMS, 1900-1960

THE SETS OF SKETCHES BELOW DEPICT THE CHANGE IN NAVAL DRESS IN THE LAST SIXTY YEARS. THE FIGURES ON THE LEFT SHOW THE DRESS WORN AT THE TURN OF THE CENTURY, WHILE THOSE ON THE RIGHT ARE MODERN...



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