

The CROWSNEST



Vol. 11 No. 12

October, 1959



IN MEMORY
OF OUR SHIPMATES
WHO MADE THE
SUPREME SACRIFICE
1939 - 1945

The CROWSNEST

Vol. 11 No. 12

THE ROYAL CANADIAN NAVY'S MAGAZINE

OCTOBER, 1959

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The Cover—Here is a glimpse into the eerie world of the diver. Exploring the bottom of Esquimalt Harbour is Lt.-Cdr. Ben Ackerman, officer-in-charge of the operational diving unit at Esquimalt. He was not alone. Lt. John Turner, Command Photographic Officer, was down there taking pictures. (E-52376)

PICTURE OF THE MONTH

Autumn is above all other seasons a time of remembrance in the Navy, whether it be of great triumphs or great sorrows. After the bustle of the summer, the grey days and russet countryside are conducive to reminiscence and contemplation.

One day has been singled out as the occasion for recalling the sacrifices of two World Wars and it is the spirit of Remembrance Day that is pictorially represented on the opposite page by Sea Cadets of RCSCC *Courageous* during a memorial service on the quarterdeck of HMCS *Prevost*, the London, Ontario, naval division.

The picture was taken by Kenneth J. Smith, for *The London Free Press*, through whose courtesy it appears here.

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RCN NEWS REVIEW

Fifteen ships of the RCN's Pacific Command visited the Comox area of Vancouver Island during the early autumn on the largest peace-time exercises ever staged by the navy on the West Coast. In the foreground is the *Ottawa*, one of six anti-submarine destroyer-escorts participating, along with frigates and minesweepers. In overall command was Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast. Auxiliary vessels, RCN aircraft and planes of the RCAF also took part. (E-52101)

Pacific Fleets Out in Force

In the early morning of September 14, the largest peace-time concentration of the Pacific Fleet, consisting of all available operational units and auxiliary vessels, under the command of Rear-Admiral H. S. Rayner, sailed from Esquimalt to take part in fleet exercises off the west coast of Vancouver Island.

The fleet, under the tactical direction of Captain J. C. Pratt, in the *Assiniboine*, consisted of six units of the Second Canadian Escort Squadron, the *Assiniboine*, *Fraser*, *Skeena*, *Ottawa*, *St. Laurent* and *Margaree*, five units of the fourth Canadian Escort Squadron, the *Sussexvale*, *St. Therese*, *Stettler*, *New Glasgow* and *Jonquiere*, under the command of Captain H. A. Porter, and four units of the Second Canadian Minesweeping Squadron, the *Fortune*, *Cowichan*, *James Bay* and *Miramichi*, under the command of Lt.-Cdr. D. M. Waters.

The convoy, consisting of CNA Vessels *Laymore*, *Dundurn* and *Heatherton*, was under the command of Lt.-Cdr. J. E. Francois, RCN(R) (Ret.), the convoy commodore and master of the *Laymore*.

At the outset of the exercises, units of the Second Canadian Minesweeping Squadron slipped from their berths in Esquimalt and swept the channel entrance for the convoy and the destroyers and frigates providing the escort force. As the fleet proceeded up the Straits of Juan De Fuca towards the Pacific, the ships of the screen exercised

many complex manoeuvres. Once clear of the Straits, surface and anti-aircraft firings were carried out by all participating units and the gun crews scored a gratifying number of hits.

En route up the West Coast of Vancouver Island, air defence exercises were conducted. Attack after attack was launched by CF-100s and Neptune aircraft from the RCAF station at Comox and RCN Avengers from Patricia Bay.

In addition to the numerous tactical exercises which took place, seamanship exercises, general drills, fleet manoeuvres and officer-of-the-watch manoeuvres were carried out continually on the way to the fleet anchorage at Comox.

During the night as well, drills were carried out, with ships darkened for night illumination exercises and drills.

As the exercises and drills took place, Rear-Admiral Rayner transferred by jackstay to both frigates and the minesweepers in order to observe the progress of exercises.

Boston Tea Party All Over Again

"The ultimate in Anglo-U.S. relations was achieved recently. Lt. R. H. Mann (Commanding officer, HM Submarine *Astute*) found himself drinking in the U.S. Destroyer *John Paul Jones*; the drink—ice cold tea; the place—Boston, Massachusetts."

So reports Cdr. E. C. Gowan, RN, commander of the Sixth Submarine Squadron in Halifax, of which the *Astute* is a part.

The next phase of this large scale evolution was carried out from the fleet anchorage at Comox. The ships of the Pacific Command provided an impressive sight as they lay at anchor, extended for miles from the inner harbour at Comox to Baynes Sound.

During the period of the anchoring, the harbour was a beehive of activity. Ship's boats plied back and forth and signal lamps flashed from ship to ship. All ships landed small arms and sabotage parties and round-the-clock exercises were carried out.

However, some relaxation and enjoyment was derived from the sports competition held for the Cock-of-the-Fleet, an award presented to the best ship in competitive activities.

The activities consisted of a salmon derby, inter-ship sports and a pulling and sailing regatta. Competition was keen throughout the fleet but, despite the efforts of the destroyer escorts and the sweepers, the frigates emerged victorious with top honours going to the *Jonquiere*, *Sussexvale* and *St. Therese*. The largest fish caught during the fishing derby was a 40-pound, eight-ounce Tye, caught by Captain H. A. Porter.

The *St. Therese* and *Jonquiere* secured alongside Comox jetty and were opened for visits by the school children of Comox, Courtenay and vicinity.

Throughout the extensive exercises much fun was had and a wealth of valuable experience gained.

"I am very well satisfied with the way the exercises were carried out,"

Admiral Rayner said. "All ships, aircraft—both RCAF and RCN—and the clearance diving unit put forth a very good effort. The task group was well supported by the auxiliary vessels.

"The aim of exercising all squadrons in company was successfully achieved. I think that all hands derived a good deal of benefit from the exercises and we look forward to more of the same type."

Air Proficiency Trophy Given

A trophy to be awarded annually by the Commanding Officer Naval Divisions to the most proficient reserve air squadron, has been donated by the Fairey Aviation Company of Canada Ltd.

The trophy consists of a model of a Tracker aircraft, mounted on an attractive base with a suitable inscription and brass plates which will be inscribed with the name of the annual winner.

The trophy will be awarded annually to the squadron judged most proficient in all phases of its operation. Selection of the winner will be based primarily on the results of the annual inspection by the Commanding Officer Naval Divisions. Every phase of a squadron's operation will be investigated and compared with the results of the previous inspection, as well as with the results of the inspection of the other squadrons.

Since a tie was declared following the last annual inspection between VC 920, Toronto and VC 922 Victoria, it has been decided that the names of both squadrons should appear on the first brass plate. (COND 5379)



Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, presents the L. W. Murray Trophy, symbolic of the gunnery championship of the RCN, to Cdr. J. R. Coulter, commanding officer of the winning ship, HMCS Crescent. An example of the Crescent's high standard of marksmanship occurred last spring when her four-inch guns demolished a high-speed drone off Bermuda. (HS-67525)

Shearwater Host To Halifax Public

The 2,100 officers and men and 700 civilian employees of *Shearwater* played host to the public on September 12 for the first time in nine years.

The *Shearwater* Air Show and Open House saw flying performances by every type of aircraft used by the Navy, air and industrial exhibits, a children's carnival, a bit of pageantry on the ground, chicken barbequed in the open air and a big dance at night.

Special transportation arrangements were made to bring the 18,500 spectators to the station. Private car drivers were provided with unlimited parking space. Cameras were encouraged in this first relaxing of security at *Shearwater* and the canteens carried stocks of spare film to tide enthusiastic shutter-bugs over the event-packed day.

The main gate opened at 1:30 p.m. Normal week-end leave had been curtailed, so that there was an ample number of *Shearwater* personnel available to assist as hosts.

Admission to the station and most of the events was free but a modest charge was levied for refreshments, rides and various amusements. All profits from these ventures are being directed to worthy Halifax-Dartmouth organizations via the *Shearwater* Central Charities Fund.

Events got under way at 2 p.m. A private flying firm, for a charge of \$3, gave passengers ten-minute rides over Halifax and Dartmouth.

There was a static display of a Banshee jet fighter, a Tracker aircraft, both carrier-borne types, and also a display of aircraft of the RCAF. There were also industrial displays and one outlining the evolution of man.

Meanwhile, 15 of the twin-engine Tracker aircraft went thundering over city, town and air station, in close formation.

A Banshee jet fighter, on the ground where people could have a good look, poured fire concentrated from its four 20mm cannon into special butts. The carnival, by the way, had a shooting gallery for .22 target fans.

The band of HMCS *Shearwater* (17 members of which formed the big dance orchestra in the evening), put on a musical march at 3:15. This was followed by a gymnastic display by air station PT instructors and protégés, alternating in the limelight with a "rock n' roll" combo from Helicopter Squadron 21.

The flying display began shortly before 5 p.m. Starting it off were the gyrations of a vintage Tiger Moth biplane kept on the station. The highlight was the display of the precise aerobatics of a team of crack Banshee

jet pilots of Fighter Squadron 870, who are known as "The Grey Ghosts".

The Canadian Army's stellar attraction took over at 6:15. The pipes and drums of the 1st Battalion, the Black Watch RHR of Canada, performed the ceremonial retreat. The Army provided tents and other facilities to ensure the success of the open house, as well.

The big dance opened at 6:30 in "B" Hangar and, along with bingo, continued until 10 p.m.

S/M Flag Officer Visits Canada

Rear-Admiral Bertram W. Taylor, Flag Officer Submarines for the Royal Navy, visited Ottawa and Halifax in the course of his two-month round-the-world tour of Commonwealth and NATO countries.

Rear-Admiral Taylor arrived in Ottawa Thursday, September 24, left for Halifax September 30 and stayed there until October 5.

On his arrival in Ottawa he was met by Captain R. G. Dreyer, Senior Naval Liaison Officer (United Kingdom) in Canada, with whom he stayed during his Ottawa visit.

On September 28, Rear-Admiral Taylor called on Vice-Admiral H. G. De-

Wolf, Chief of the Naval Staff, and met with the Naval Board.

During his Halifax visit, Rear-Admiral Taylor called on Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, and the Lieutenant-Governor of Nova Scotia, Major-General, the Hon. E. C. Plow. While at the Atlantic Command, he inspected the Royal Navy's Sixth Submarine Squadron.

This marked his second visit to the squadron. He last visited the squadron at Halifax in May 1958.

Minister Attends Venture Ceremony

An important milestone in their careers was reached Friday, August 7, by 38 young men of HMCS *Venture*. Their graduation ceremonies, marking the end of two years of concentrated academic and naval training, were held on that day with Hon. G. R. Pearkes, VC, Minister of National Defence, as guest of honour. He inspected and addressed the graduating class.

An international flavour was evident at the exercises, with a number of top-ranking officials of Belgium also attending. The Belgian party included Belgian Defence Minister Arthur Gilson, Chief of the Belgian Naval Staff;

Commodore L. J. J. Robins, and His Excellency Jacques de Thier, Ambassador of Belgium. Earlier that day they attended ceremonies marking the transfer of the Canadian coastal escort HMCS *Winnipeg* to the Belgian Navy.

The graduating class of *Venture* included four Belgian cadets. They took the two-year course under a NATO arrangement, and had earlier returned to their homeland on leave.

Victoriaville Begins Service

HMCS *Victoriaville*, which accepted the surrender of the first Nazi U-boat to an RCN ship during the Second World War, was commissioned at Point Edward Naval Base on September 25, under the command of Lt.-Cdr. George B. Wither.

The *Victoriaville* is the fourth frigate from the "mothball" fleet to be returned to active service in the Atlantic Command.

Commodore M. A. Medland, Senior Officer Afloat Atlantic, welcomed the ship into the fleet on behalf of Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast.

Charles L. Beazley, QC, Nova Scotia's deputy provincial secretary, was guest of honour at the commissioning ceremony and inspected the guard.

The *Victoriaville* was launched in June 1944 at Lauzon, Que., and was commissioned five months later and proceeded on escort duty in the Atlantic.

She carried out a number of inconclusive attacks on U-boats during her patrols and, at the end of hostilities in Europe, her captain accepted the surrender of the U-190. The submarine was escorted into Newfoundland and later was commissioned as a training and experimental vessel in the RCN.

The *Victoriaville* was selected for service in the Pacific theatre, but the end of the Pacific war halted "tropicalization" and she was paid off in November 1945. She was re-acquired by the Navy in 1951 and taken in hand at Sorel for modernization the next year. On completion, she was placed in reserve at Sydney.

Modernized Sub Calls at Halifax

The modernized British submarine *Thermopylae* paid a recreational visit to Halifax September 22-26 in the course of exercises in North American waters.

The boat, commanded by Lt.-Cdr. B. A. Large, is based at Portsmouth, England.

HMC Dockyard

In Halifax, 'The Warden of the North'
HMC Dockyard stands—a sentinel;
From here in wars, the Fleet oft-times set forth
To share the victories we proudly tell.

This vantage point two hundred years ago,
Was chosen for the site on which to lay
Foundations of the structures which we know
As this great Dockyard as it stands today.

The nine ships wrecked by hurricane and storm
Repaired by seamen left to winter here,
Was the beginning of its present form
Till now, two centuries have marked the year.

We know not what the future holds in store,
We pray that now a lasting peace may reign,
But if the clouds of war engulf our shore
Our Dockyard is prepared to serve again!

ANNE HUME

NOTE—Miss Hume is secretary to the Superintendent of Stores in the Naval Supply Depot, Halifax, and is also recording secretary of the Nova Scotia Poetry Society.—Ed.



The Siege of Quebec, by Francis Swaine (d.1782), from the original in the Public Archives of Canada.

SEAPOWER AT QUEBEC

The Royal Navy's undisputed control of the seas decided the fate of New France

THIS YEAR Canada observed the 200th anniversary of the Battle of the Plains of Abraham, which is popularly supposed to have decided the political fate of this country.

The rotogravure type of history depicts the struggle between Britain and France for Canada as a tableau with two dauntless heroes, Wolfe and Montcalm, fighting and dying in the foreground while a few extras, dressed up as Indians and colourful army types, look sadly on to the accompaniment of tragic martial music. There isn't a ship in

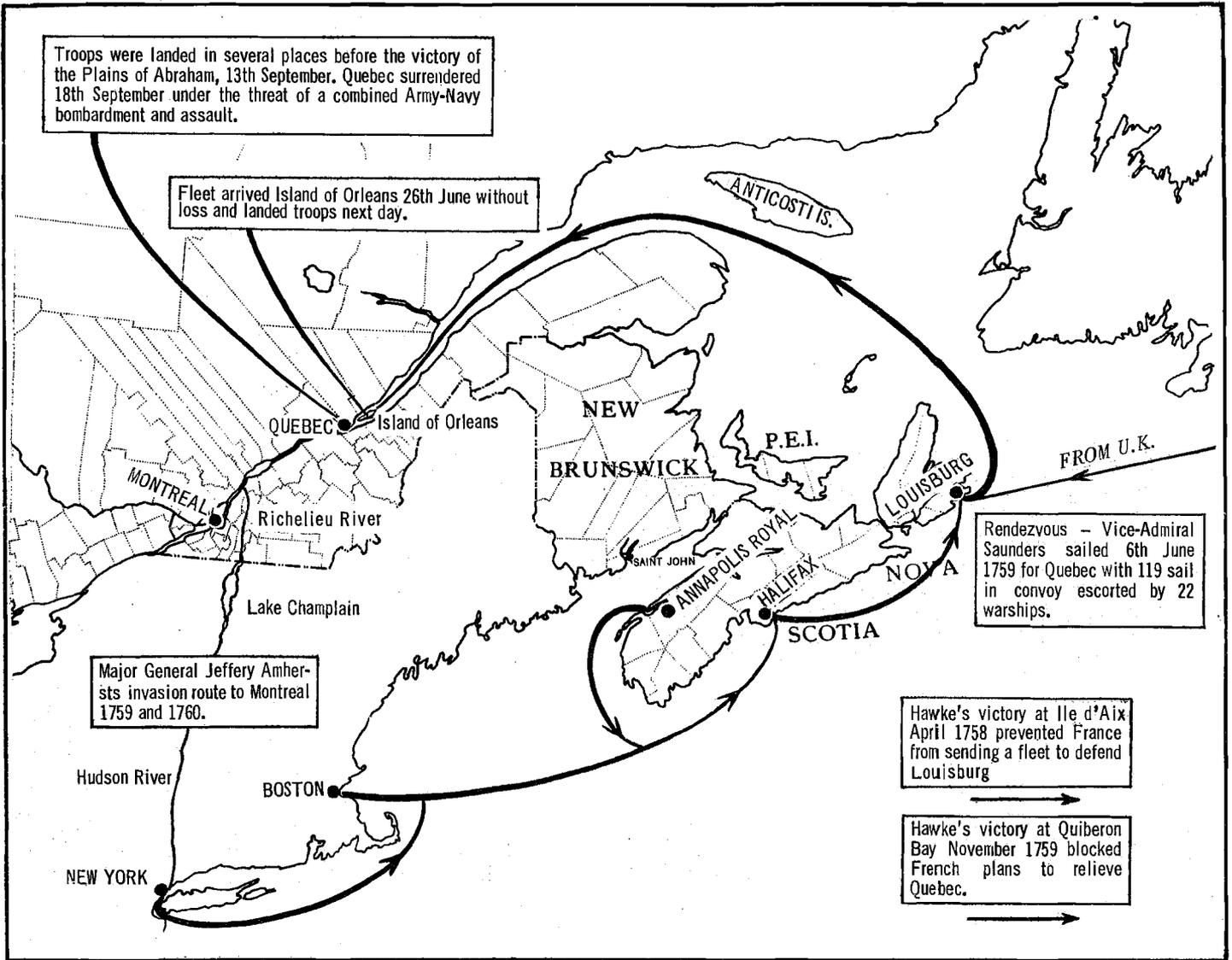
sight despite the fact that the dominant factor in the whole campaign was sea power!

Historiographers have played up the role of the two generals with such success that schoolboys in the far reaches of the Empire think of Canada as the result of a personal conflict between two generals. In the meantime the Navy has maintained a well-bred silence, and has made little effort to put the matter in realistic perspective.

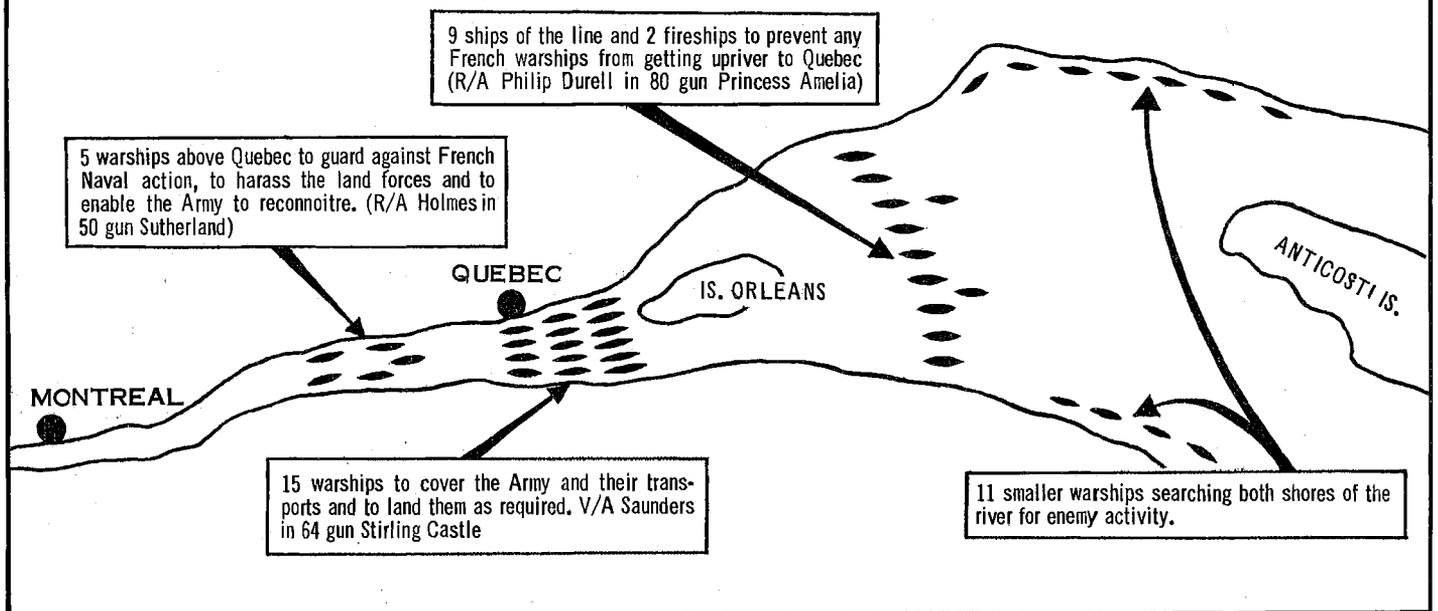
Quebec was just one incident in a campaign carefully planned by William

Pitt the Younger to attack France in her overseas possessions, where Britain's control of the seas gave her the advantages of mobility and surprise, where also France's superiority in numbers could be reduced. The one continuing requirement for the success of this plan was sea power; the ability to move men and material by water, and to deny these facilities to the enemy.

As early as 1756 the British Government had decided to conquer Canada through the reduction of Louisbourg and Quebec by combined operations from



NAVAL DISPOSITIONS IN THE ST. LAWRENCE 5TH SEPTEMBER 1759



sea, together with an attack on French establishments in the Montreal and Lower Lakes areas, by an overland expedition from New York. Control of the North Atlantic for the unhindered passage of troops and supplies was the first requisite.

Louisbourg was to have been attacked that year, and troops were actually embarked in England for the purpose, but the plan was abandoned.

Then in 1757 Sir Charles Hardy, who had retired and had been made Governor of New York, was called back to the service with the rank of rear-admiral. After consultation with local authorities, Hardy assembled ships and men and prepared to sail for Nova Scotia. Flying his flag in the 50-gun *Sutherland*, he convoyed 88 assorted transports, storeships, victuallers (even a horseship) carrying 10,533 troops and their impedimenta on a ten-day run from Sandy Hook to Halifax, where all arrived safely June 30.

In the meantime, Vice-Admiral Francis Holburne had sailed from England with a sizable fleet to take naval command of the expedition, and he too arrived in Halifax shortly afterwards. However, intelligence from a captured French ship indicated that Louisbourg had been strengthened, and that 23 warships and a garrison of 7,000 awaited the British. It was decided to disperse the troops, and to establish a naval blockade of Louisbourg, but a September hurricane scattered and badly damaged the squadron.

It was not until 1758 that a full-scale attack could be launched. On May 28 Admiral Boscawen sailed from Halifax in the 90-gun *Namur* with 157* vessels of all kinds—probably the largest group of ships ever to leave that East coast Canadian port at any one time. Landed and guarded by the fleet, the British troops invested the fortress. Finally on July 26, when no help came from across the sea, the French governor capitulated.

Why did the French not come to the aid of Louisbourg? The answer is that they did try, and were prevented. During the winter months of 1758 they collected a convoy carrying stores, munitions, and 3,000 troops destined for Louisbourg, but early in April Admiral Sir Edward Hawke swooped down near the Island of Aix on the French Atlantic seaboard, and destroyed both convoy and escort. The French did not recover from this exercise of sea power until

* The number varies with the source but I rely on "Collections of the Nova Scotia Historical Society", Vol. VIII, p. 54, and also Schomberg's "Chronology".—Author

it was too late to support their naval base in Cape Breton.

When the sea lane to the St. Lawrence was open, planning for the attack on Quebec proceeded. Fortunately, we have the despatches of the officer entrusted with the naval command—Vice-Admiral Charles Saunders—and from them can be obtained the main outline of the vast naval effort which put the army in position to besiege the French fortress.

The Navy and Quebec

A lot of questions go unanswered in the school textbooks in their chapters on the fall of Quebec: How did the British army get there? How was it supported during the summer of 1759? Would the defeat of Wolfe on the Plains of Abraham have meant the failure of the campaign? Who was Vice-Admiral Charles Saunders?

Two hundred years after the Battle of the Plains of Abraham, it seems quite probable that most Canadians have never heard these questions asked, let alone answered.

The size of the naval contribution and its effectiveness have been summed up as follows: "The record shows that during the campaign for Quebec 277 different British vessels (including 49 warships) supported the Army; during this same period not one French ship came to Quebec from the Atlantic."

This sentence appears in the foreword to a pamphlet published by the Maritime Museum of Canada, in Halifax: "Despatches of Vice-Admiral Saunders 1759-1760; The Naval Side of the Capture of Quebec."

The paper was prepared and edited by Inst. Cdr. C. H. Little, RCN (Ret.) who, in the accompanying article, supports the position that the fall of Quebec largely came about because of far-flung but closely integrated naval enterprises.

On February 14, 1759, Rear-Admiral Charles Saunders Holmes, later to fly his flag in the 74-gun *Dublin*, sailed from Spithead in the *Somerset* with 66 transports; on the 16th Vice-Admiral Saunders sailed in the *Neptune* (90 guns) with the main fleet and the convoy stragglers. Hampered by contrary winds and several hard gales and

stopped from approaching Louisbourg by a body of ice, Saunders and most of the convoy finally came to anchor in Halifax on the last day of April.

For the next six weeks, warships and merchantmen from the United Kingdom, from New York, from Boston, from the Bay of Fundy and from Halifax gathered at Louisbourg, but as late as May 27 that harbour was entirely filled with ice. And yet somehow the rendezvous was effected, and on June 6, Saunders reported that he was off Scatarie with 119 sail, escorted by 22 warships, standing for the River St. Lawrence.

During all these months Saunders' only mention of enemy activity at sea was the capture by the 64-gun *Alcide* (herself captured from the French by Boscawen in 1755) of a 280-ton victualler from La Rochelle with military stores and supplies for the Quebec garrison. The absence of French warships bears eloquent testimony to the Royal Navy's command of the sea. In all fairness it should be recored that France had—unknown to Saunders and Durrell—passed a convoy of three frigates and seventeen supply ships up river just when the ice went out in the spring but this exploit did not interfere with Saunders' freedom of movement.

Not the least of the naval contributions to the success of the Quebec campaign was the safe passage up the river of all the British transports and supply ships. This success, which enabled Admiral Saunders to report from Pointe Levis: "I got thus far, without any loss or accident whatever", was due to a number of factors—good seamanship, captured charts, the assistance of French pilots who joined Admiral Durrell at the Ile aux Coudres, under the impression that he was leading a French fleet, and to the navigational information obtained by Durrell's squadron.

It has been claimed that the responsibility for the compilation of this navigational knowledge was entrusted to James Cook, Master of the 60-gun *Pembroke*, and later Captain, R.N., and world famous explorer. Durrell arrived at Coudres on 25th May and landed troops. His ships then proceeded to sound the river, check their charts and replace the aids to navigation which had been removed or washed away. Cook says in his log: "9th June, the boats of the fleet engaged sounding the channel of the Traverse", and again, "June 11th, retired satisfied with being acquainted with the channel". The Traverse is the notorious passage from the North Shore of the St. Lawrence at Cap Tourment to the South Shore between Ile Madame and the eastern

tip of Ile d'Orleans. It is fearsome enough for high-powered twentieth century vessels—what a trial it must have been for captains and masters two centuries ago in sailing vessels, making their first acquaintance with the area, and how grateful they must have been for the markers and sailing direction!

However, there is no mention in Saunders' despatches, nor in the despatches of any other authority or even in the log of the *Pembroke*, that Cook was actually in charge of the work.

Saunders' plan of campaign was four-fold. First he guarded the mouth of the River St. Lawrence with a force of ships-of-the-line or great ships under Durell in the *Princess Amelia*, and with additional smaller ships to reconnoitre the shorelines, the channels and the islands. Secondly, he convoyed the troops and their supplies to the vicinity of Quebec, landed them, placed them in a position of attack, and arranged for their care and maintenance throughout the summer. Thirdly, he placed his ships entirely at the disposal of the Army commanders and thus provided them with the mobility which finally decided the issue. Finally as the siege developed he sent five smaller ships under Holmes in the frigate *Sutherland* to search the river above Quebec, and to prevent any interference from the light French naval forces lying between Montreal and the citadel. As has been said elsewhere "the abundant supplies and baffling mobility enjoyed by the British gave them advantages which the French could never overcome".

On June 27 Admiral Saunders landed the troops, and directly after this had been completed, a gale came on causing many boats and anchors to be lost, but all the ships survived. At midnight on the 28th the French sent seven fire-ships down on the tide, but they were all towed clear and beached without causing any damage. The following night Brigadier Monckton was taken across to Pointe Lévis with his brigade, and Major-General Wolfe moved to the western end of the Isle of Orleans. Saunders moved up opposite the citadel, and on the night of July 8 covered the army's first landing on the north shore. Then on the 18th Wolfe and a number of troops were taken up-river to reconnoitre, but the general decided against landing.

A month after their first attempt, the French again tried to defeat the Royal Navy by fire. At midnight on July 28 they sent down a raft of nearly a hundred fire-stages, but these succeeded no better than the fire ships. These two ineffectual attacks were the only naval opposition encountered during the



Admiral Sir Charles Saunders, from the painting by Sir Joshua Reynolds. (Photo courtesy Public Archives of Canada)

whole campaign. The Montmorency camp below the falls was fitted out and then supplied by the ships for over two months before Wolfe decided to withdraw from it and try his fortunes up-river.

At the end of July Wolfe decided to land a number of troops above Montmorency Falls in an effort to break the French defences. Saunders carried the troops ashore, bombarded the land batteries and re-embarked the group that could not get through.

In the meantime there was great activity above Quebec. On one occasion 20 flat-bottomed boats were sent up-river to embark over 1,200 men; on another Admiral Holmes led an expedition ten or twelve leagues above the town; on still another a French maga-

zine was captured. The French troops were kept in constant uncertainty where the attack would come. This activity was maintained throughout Wolfe's illness and indecision until the first week in September.

The preparations for the final attack on Quebec are well described by the following excerpts from Admiral Saunders' despatches to the Secretary of the Admiralty dated September 5 and October 5:

"General Wolfe having resolved to quit the Camp of Montmorency, & go above the Town, in hopes of getting between the Enemy and their Provisions (supposed to be in the Ships there) and by that Means force them to an Action; I sent up, on the 29th. at Night, the *Seahorse*, and two armed Sloops, with

two Catts laden with Provisions, to join the rest above Quebec; and having taken off all the Artillery from the camp at Montmorenci on the 3d. instant, in the Forenoon, the Troops embarked from thence, & landed at Point Levi; the 4th. at Night, I sent all the flat bottomed Boats up, & this Night a part of the Troops will march up the South Shore above the Town to be embarked in the Ships & Vessels there, and to morrow Night the Rest will follow: Admiral Holmes is also gone up again to assist in their future Operations, and to try, if, with the assistance of the Troops, it is practicable to get at the Enemy's Ships."

And then later on:

"I wrote to You on the 5th. instant, & inclose You a Duplicate thereof; The Troops mentioned in that letter embarked on board the Ships and Vessels above the Town in the Night of the 6th of September, and at 4 in the Morning of the 13th. began to land on the North Shore, about a Mile and a half above the Town.

"The Night of their Landing, Admiral Holmes with the Ships and Troops was about three Leagues above the intended Landing Place; General Wolfe, with about half his troops set off in the Boats and Dropped down with the Tide, and were, by that Means, less liable to be discovered by the Centinels posted all along the Coast. The Ships followed

them about 3/4 of an hour afterwards & got to the Landing Place; and, considering the Darkness and the Night & the Rapidity of the Current, this was a very critical Operation, and very properly and successfully conducted; When General Wolfe & the Troops with him landed, the Difficulty of gaining the Top of the Hill is scarce credible, it was very steep in its Ascent, & high, had no Path where two could go abreast, but they were obliged to pull themselves up by the Stumps and boughs of Trees that covered the Declivity."

It is the way of the world to be dazzled by surface appearances but the blaze of glory that flared on the Plains of Abraham 200 years ago should not blind us to the deeper reality that the conquest and retention of Canada by Britain were made possible by sea power and that Louisbourg, Quebec and Montreal were the land incidents in a campaign decided at sea.

The desperation of France's position becomes apparent when we study Saunder's laconic report of September 5: "No ships of the Enemy have come this way that I have had any Intelligence of, since my Arrival in the River, except one, laden with flour and Brandy, which was taken by Captain Doake of the Lizard."

When two countries are at war they must have freedom of movement or they face siege and starvation—this axiom

was dramatically proved in the spring of 1760 when 11,000 French troops under General Levis had a ring of rifles around Murray's weary, starving Quebec garrison. Both sides paused to see whose ships would sail up the St. Lawrence when the ice went out, for they knew instinctively that Canada's future could be foretold by their nationality.

As reported by Rear-Admiral Lord Colville "The Governor (Brigadier-General Murray) acquainted me that the enemy had raised the siege having begun to retreat in the utmost confusion upon Captain Swanton's appearance who arrived in the *Vanguard* together with the *Diana* two days before me."

That the ships were British and not French was determined by Hawke's victory at Quiberon Bay, months earlier and thousands of miles away.

Quebec remained British because of sea power, and without control of the stormy North Atlantic the citadel would have reverted to the French a few months after its capture. Without detracting in any way from the honour due to the soldiers of Britain, France and the New World, this is the enduring lesson of the four-year campaign for Canada: the ability to move men and material by water is a constant, irreplaceable factor in our national life. —C.H.L.



One of the strange sights made possible by the opening of the St. Lawrence Seaway was that of a warship steaming peacefully along through a hayfield. The ship—HMCS Gatineau; the place—the Welland Canal. (COND-5349)

OFFICERS AND MEN

Lord Mountbatten Meets Rescuer

During his visit to the Canadian National Exhibition, Admiral of the Fleet, the Earl Mountbatten of Burma, Chief of Defence Staff of the United Kingdom, met a Toronto man who once towed the Admiral's stricken ship safely into harbour.

When he called on the Naval Veteran's Association, the Admiral had an

opportunity to recall this event when he chatted with Alexander R. Cardno, a member of the Association. Now mate of the Royal Canadian Yacht Club ferry in Toronto harbour, Mr. Cardno was a lieutenant, Royal Naval Reserve, when he commanded the ship that rescued Admiral Mountbatten, then a captain, and his ship's company.

As Captain (D) of the Fifth Destroyer Flotilla of the Royal Navy, Captain

forecastle folded up and back to the bridge, the *Javelin* was immediately given a protective screen by the other four British destroyers. A radio message requested a salvage ship to try to save the severely damaged destroyer while the *Javelin's* crew hurriedly shored up exposed bulkheads.

Out from Falmouth came His Majesty's Rescue Tug *Caroline Moller*, commanded by Lt. Cardno. Taking Mountbatten's near-foundering *Javelin* in tow stern first, the tug shaped course for Plymouth. But the fight was not over yet. By air reconnaissance the Luftwaffe could see the prey making for safety. Before Lt. Cardno got his charge into Plymouth next morning the tug and tow and escorting destroyers were under almost constant attack by German medium bombers from the French Coast. Three of the bombers are said to have been shot down during this battle in the narrow seas.

Now after nearly 19 years, the two captains met for the second time and recalled a most gallant episode of the war at sea.

WEDDINGS

Lieutenant G. Gordon Armstrong, *Terra Nova*, to Sub-Lieutenant (MN) Elizabeth Adair MacManus, *Naden*.

Sub-Lieutenant Herbert Ray Beagle, *Sioux*, to Miss Judith Stephanie Peters, Halifax.

Lieutenant Bryan John Berryman, *Naden*, to Miss Carolyn Jane Robertson, Toronto, Ont.

Ordinary Seaman Jeff Burgess, *Cornwallis*, to Miss Mary Lorraine Delr, of Brockville, Ont.

Sub-Lieutenant John Gordon Carruthers, *Buckingham*, to Miss Shirley Sanford, Kingston, N.S.

Lieutenant Frederick M. Goodfellow, *Shearwater*, to Miss Elizabeth Ann Bartle, St. John's, Newfoundland.

Able Seaman James D. Grant, *Jonquiere*, to Miss Rose Drappier, of Nanaimo.

Able Seaman Gerald Guenther, *Jonquiere*, to Miss Virginia Ann Lindel, of Victoria.

Sub-Lieutenant Reginald J. M. Hardy, *Restigouche*, to Sandra Lee Smith, Saint John, N.B.

Ordinary Seaman Peter Alfred Hartoon, *Crescent*, to Miss Anne Mary Saunders, of Sarnia, Ont.

Able Seaman George Haworth, *Naden*, to Miss Sheila Mae Neilson, Cobalt, Ont.

Lieutenant John Kinross Kennedy, *Beacon Hill*, to Miss Judith Anne Watson, Victoria.

Sub-Lieutenant Peter Howard Douglas MacArthur, *Kootenay*, to Miss Rosemary Elizabeth Wilson, Kingston, Ont.

Able Seaman Ronald Moxham, *Resolute*, to Miss Londa Camerson, of Stellarton, N.S.

Able Seaman Reginald F. Rainbow, *Jonquiere*, to Miss Margaret Young, of Saskatoon.

Sub-Lieutenant Donald George Thomson, *Stettler*, to Miss Barbara Georgina German, Vancouver.

Sub-Lieutenant John M. C. Tynan, *Ottawa*, to Miss Margaret Ross Melcolm, Vancouver.

Sub-Lieutenant Robert Edward Wanless, *Stadacona*, to Miss Maida Evelyn Florence Barker, Kamloops, B.C.

Chief Petty Officer John C. Wilson, *Gander*, Newfoundland, to Miss Yvette Pelletier, Ottawa.

Able Seaman Lloyd William Wood, *Stadacona*, to Miss Audrey Elizabeth Benson, Halifax.

Able Seaman Glenn Wylie, *Resolute*, to Miss Evelyn Tompkins, of Amherst, N.S.

Able Seaman Ronald Hollins, *Newport Corner*, to Miss Evelyn Joyce Woodland, Annapolis Royal, N.S.



Rescuer and rescued of 19 years ago met during the CNE in the persons of Alex R. Cardno, former Lieutenant, RNR, and Admiral of the Fleet, the Earl Mountbatten of Burma, Chief of Defence Staff for the U.K. Lt. Cardno's rescue tug towed (then) Captain Mountbatten's twice-torpedoed destroyer HMS *Javelin* to safety following a Channel action. (COND-5428)

Mountbatten was in the destroyer *Javelin* on patrol in the English Channel between Land's End and Start Point. These were the dark days of 1940, after Dunkirk and the fall of France, when Britons expected imminent invasion from across the Channel.

In the darkness of the early morning of November 29, 1940, German destroyers were sighted and the Fifth Flotilla went immediately to action stations. The destroyers' gunners opened fire on the enemy who almost at once altered course to withdraw. In a matter of minutes, however, HMS *Javelin* was the target of a spread of enemy torpedoes; one struck forward and one ploughed into the stern.

Brought to a standstill with her stern blown off and, as Mr. Cardno says, her

Senior Officers In New Posts

Changes in the appointments of nine senior naval officers and formation of a new sub-command within the Atlantic Command have been announced in recent weeks.

Commodore Duncan L. Raymond, Commodore of the RCN Barracks and

BIRTHS

To Leading Seaman Stanley Cook, *Jonquiere*, and Mrs. Cook, a daughter.

To Able Seaman Dan Cox, *Jonquiere*, and Mrs. Cox, a daughter.

To Leading Seaman H. Crosswell, *Resolute*, and Mrs. Crosswell, a son.

To Able Seaman P. W. Donaldson, *Jonquiere*, and Mrs. Donaldson, a daughter.

To Able Seaman N. A. Hood, *D'Iberville*, and Mrs. Hood, a daughter.

To Able Seaman K. T. Hughes, *D'Iberville*, and Mrs. Hughes, a daughter.

To Chief Petty Officer A. J. Hurtubise, *D'Iberville*, and Mrs. Hurtubise, a son.

To Lieutenant D. C. Lory, *Bytown*, and Mrs. Lory, a son.

To Leading Seaman M. J. McQuillen, *Resolute*, and Mrs. McQuillen, a son.

To Leading Seaman S. E. Myers, *Resolute*, and Mrs. Myers, a daughter.

To Able Seaman Gordon Reekie, *Jonquiere*, and Mrs. Reekie, a son.

commanding officer of HMCS *Stadacona* since March 1958, proceeds on retirement leave on November 14.

His successor is Commodore Morson Alexander Medland, who has held the appointment as Senior Canadian Officer Afloat Atlantic since August 1958.

Commodore James Plomer, Deputy Chief of Naval Personnel at Naval Headquarters, since January 1956, became Senior Canadian Officer Afloat Atlantic on October 22.

Commodore Patrick D. Budge, succeeded Commodore Plomer at Headquarters in early October.

Commodore William M. Landymore was promoted to that rank on succeeding Commodore Budge as Chief of Staff to the Flag Officer Atlantic Coast on October 1. Commodore Landymore formerly commanded the *Bonaventure*.

Captain John C. O'Brien succeeded Captain Landymore in command of the *Bonaventure* September 12. Captain O'Brien's successor as Co-ordinator of the Committee on RCN Personnel Structure is Captain (S) F. D. Elcock.

Commodore Paul Whitney Earl, of Montreal, Senior Naval Officer, Montreal Area, since February, 1952, was appointed to the retired list of the Royal Canadian Navy (Reserve) on September 28.

He was succeeded by Commodore Howard L. Quinn, who was promoted to that rank on assuming his appointment with the new title of Senior Naval Officer River St. Lawrence Area. Commodore Quinn will also hold the appointments of Naval Officer in Charge Montreal and Senior Officer in Command. He will exercise general authority and command and will be responsible for the administration of naval establishments in the River St. Lawrence Area.

The River St. Lawrence Area is a newly created sub-command within the Atlantic Command of the Royal Canadian Navy. It extends from Father Point, below Rimouski, to the Ontario-Quebec border.

Officer Takes Academic Prizes

A young reserve officer from HMCS *Montcalm* in Quebec City, Lt. Pierre Larue was awarded several medals and prizes upon graduating from the Faculty of Law of Laval University this year.

Besides obtaining his Licence in Law with "Very Great Distinction" (the highest academic quotation for a graduate at Laval) Lt. Larue was awarded the Governor General's Gold Medal for



LT. PIERRE LARUE

highest marks at the final examinations for the licence in law and the Silver Medal for highest marks on the overall of the past three years at University.

First prizes were also awarded to Lt. Larue in recognition of his brilliant marks in civil procedure, in commercial law and labour law and he also received second prize in civil law.

Lt. Larue joined the RCN(R) in October 1954 and was promoted to the rank of sub lieutenant in July 1957. He served thereafter in *Montcalm* as seamanship instructor and divisional officer for UNTD cadets of Laval University.

He was promoted to the rank of lieutenant in July 1957.

54 New Cadets Join Venture

Fifty-four young men from across Canada began training this fall as naval cadets at HMCS *Venture*.

The *Venture* Plan has become primarily an avenue of entry for naval aircrew officers. High school students who have a junior matriculation standing or better are enrolled on a seven-year appointment with opportunity to transfer to permanent status.

Besides academic instruction, the cadets receive basic instruction, ashore and afloat, in pilotage and navigation, marine engineering, seamanship and other naval subjects. They receive sufficient flying training with the Victoria Flying Club to qualify for an "A" licence. A comprehensive sports and

recreation program is also undertaken by the cadets.

On graduation from HMCS *Venture*, cadets are promoted to Acting Sub-Lieutenant and undergo flying training to wings standard with the RCAF at Centralia, Ont., followed by operational flying training with the RCN before becoming naval aviators. Previously this training was with the USN at Pensacola, Florida.

This year's group included two men who had been serving on the lower deck and have qualified for officer training. They were Ord. Sea. Brian L. Sinkinson and AB James Dodgson.

Norwegian Admiral Pays Ottawa Visit

Vice-Admiral E. Hostevdt, Commander-in-Chief of the Royal Norwegian Navy, paid a one-day visit to Ottawa in early October.

Admiral Hostevdt, who was accompanied by Rear-Admiral D. E. Kjiholt, the Norwegian Military and Naval Attaché in Washington, D.C., arrived by air at Uplands on Tuesday evening, October 6, following a visit to Washington.

The next day he held discussions with Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, and met members of the Naval Board.

Admiral Hostevdt left Ottawa by air on October 8.

RCN Flyer Makes History in U.S. Ship

Sub-Lt. Nils O. Frolen, Royal Canadian Navy, became the first foreign officer ever to man an even thousandth landing on the USS *Antietam* (CFS-36) and, probably, on any U.S. carrier. This 21-year-old Canadian naval officer made the 65,000th arrested landing aboard the *Antietam* Thursday afternoon, September 3, while the ship cruised in the Gulf of Mexico qualifying students from Pensacola, Florida and Corpus Christi, Texas.

Sub-Lt. Floren, a native of Montreal, graduated from HMCS *Venture*, Esquimalt, B.C., in August 1958. He has been in the Royal Canadian Navy since September 4, 1956.

After his *Venture* training, which included cruises to the Far East and Australia in the cruiser *Ontario* and the frigate *Stettler*, Sub-Lt. Floren reported to NAS Pensacola, Florida, on September 30, 1958, for flight training. After making the 65,000th landing on the *Antietam*, he was congratulated and presented with a large cake in the wardroom by Captain Charles H. Turner, captain of the ship. This was Sub-Lt. Floren's first time in a carrier.—Fly.

Ex-CPO Given Commission

A former chief petty officer, Michael A. Ruymar, has been promoted to the rank of acting commissioned officer (SB).

He has been appointed to HMCS Gloucester, naval radio station near Ottawa.

Cd. Off. Ruymar entered the RCN at HMCS Chippawa, Winnipeg naval division, in February 1946. He has served on both coasts, at sea in the *St. Laurent* and in the naval radio stations, *Coverdale*, *Churchill* and *Gloucester*.

Saint John Sea Cadets Lend Hand to Regatta

As pleasure boat enthusiasts, trailer sailors and tourists departed from New Brunswick's Saint John River Inland Waterway in the wake of the first Fredericton International Regatta, many had reason to be grateful for three days of helpful service provided by Royal Canadian Sea Cadets and their ship *TS Fredericton*.

From the arrival of the first guests up the beautiful Saint John River July 17 until the last gun was fired July 19, the Sea Cadets were on constant river patrol providing information, guiding boats to their moorings, keeping an eagle eye peeled for "a man overboard"



Fatigue and anxiety showing on his face, a youthful swimmer is about to be hauled on board *TS Fredericton*, training ship of the Sea Cadet Corps in the New Brunswick capital. The youngster was one of several swimmers who were hauled to safety by the Sea Cadets when they tired during the three-day round of water sports at the Fredericton International Regatta, July 17-19. (Sea Cadet photo.)

and generally taking responsibility for policing operations throughout the event.

The teenagers, under the command of Lt. Robert H. Spurway, RCSC, a Royal Navy Fleet Air Arm veteran of the Second World War, showed that they had been amply trained for the heavy round of duties that confronted them and their 13-ton vessel.

Visitors were high in their praise of the professional bearing of the sailors of tomorrow and Fredericton Boat Club officials complemented them for a job well done and added that the International Regatta was free from any serious accidents because, in a large measure, the Royal Canadian Sea Cadets had been constantly on the alert.

During the three-day period, the Sea Cadets kept stragglers out of the American Power Boat Association's raceway and hauled several persons from the water. One United States guest expressed amazement at the speed and accuracy of the Sea Cadets' man overboard drill.

Sea Cadets who were posted ashore during the regatta helped man first aid stations and distributed programs to the thousands of visitors who gathered in this provincial capital to take part in, or witness, the round of gala activities.

Fredericton Boat Club Commodore F. Cedric Cooper said that in future regattas, the Royal Canadian Sea Cadets will play an even more prominent role.



Twenty years of service with the Royal Canadian Navy have ended for Chief Petty Officer William V. Adie, 43, of Victoria, and he has now proceeded on retirement leave. He received a special service certificate from Commodore H. V. W. Groos, commanding officer of Naden and Commodore of RCN Barracks, Esquimalt. CPO Adie joined the Navy in November 1938 as an assistant cook. Since that time he has served in a large number of ships and establishments, including units of the fleet which saw considerable action on the North Atlantic during the Second World War. (E-50893)



HMCS Kootenay, as photographed by Alan B. Stone, of Montreal, during the Fleet Review on Lake St. Louis following the official opening of the St. Lawrence Seaway by Her Majesty the Queen and President Eisenhower.

FLEET REVIEW ON LAKE ST. LOUIS

"I send my best congratulations for the fine display of United States and Canadian ships drawn up in Lake St. Louis on this important occasion and thank them for their kind welcome. They all looked very smart. I send all on board my best wishes for the future.

ELIZABETH R."

THE ABOVE is the message from HM the Queen received by the officers and men of the Atlantic Command on the conclusion of the Naval Review by Her Majesty and the President of the United States, in Lake St. Louis, on Friday afternoon, 26th June, 1959.

I have been greatly surprised by the lack of press coverage of this most historically important event and even at this late date want to write about it.

I believe I am correct in stating that, although HRH Princess Margaret reviewed the Fleet on the west coast during her Canadian tour in 1958, this was

The Author

An interesting account of the occasion last June when ships of the RCN and USN were reviewed by Her Majesty the Queen and by the President of the United States appeared a few weeks after the event in The Ottawa Journal. An added point of interest was that the story bore the by-line "Dorothy German". The writer of the story, which is reprinted here with due acknowledgement to The Journal, is none other than Mrs. Barry German—wife of Captain Barry German, RCN (Ret.), mother of Cdr. A. B. C. German, commanding officer of the Micmac, and mother-in-law of Captain F. C. Frewer, commanding officer of Cornwallis.

the first occasion in Canadian history on which a reigning British Monarch has honoured our Silent Service by holding a naval review in Canadian waters.

* * *

Unfortunately, it was impossible for more than the relations of officers and men, plus a few official guests, to be accommodated on board the ships involved, but as many as could be were invited to spend the day with the Fleet, and as my husband and I were two of the lucky people who were given the privilege of an invitation to HMCS *Micmac*, we would like to try to share that rare treat with others who could not be present on that thrilling occasion.

First the setting. It was a perfect day. Driving through Ile Perrot to Lake St. Louis, the gardens were blooming in their early summer glory, and when we had parked our car in the excellent space provided, and walked to the brow of the hill approaching the jetty, we got our first view of the line of ships lying at anchor in the mist-shrouded lake. Sixteen naval vessels of USN and RCN, dressed overall, and berthed alternately as to nationality, their grey hulls emerging from the mist with a wraith-like quality that added to the beauty of the scene.

We embarked from the jetty in a ship's boat from HMCS *Micmac*, manned by four young ratings, looking extremely smart in their summer "whites". The ships lay roughly a mile from shore, so during our passage we had an excellent view of the line.

Having negotiated the gangway, the captain welcomed us on board and took us to his cabin. After an interval below we were escorted to the upper deck, where we were entertained by the officers to a delicious and beautifully prepared buffet-luncheon. An awning had been spread above the deck for the protection of the guests and a light breeze off the lake added to our enjoyment. At the same time the ship's company was entertaining relations at a similar luncheon in their quarters.

* * *

The Royal Yacht *Britannia* was not due to pass down the line until 4 p.m.,



A particularly fine vantage point from which to view the Royal Tour was chosen by Sea Cadets Kenneth Keeler and Michael Malin. The boys, both members of the Halifax Sea Cadet Corps, went to sea with their fathers, whose ship, HMCS *Algonquin*, was taking part in Royal Escort duties. Above are the Keelers and, below, young Michael Malin poses with his dad. In the background is the Royal Yacht *Britannia*.

but there was no lack of entertainment while waiting. It was enough to be seated on the port side of the ship and to look right and left along the graceful line of ships with their flags fluttering in the breeze, and all swinging slightly with the current. But, should that lovely sight pall, we only had to look down to be highly entertained by every conceivable sort of small craft which were rushing madly over the course from every direction.

Shortly before 4 o'clock, one suddenly became aware of an under-current of excitement pervading the ship. Ribbons were replaced by medals, according to regulations for such full dress occasions; officers buckled on their swords, and ships companies began lining up on the port side of their ships. All eyes were turned aft, straining for the first sight of the *Britannia*.

Precisely at 4 p.m. her blue and white bow emerged from the mist, and a few moments later the sun broke through! Queen's weather! As soon as the Royal Yacht was sighted the signal was given for the simultaneous firing by all ships of the 21-gun salute. On she came, very slowly, escorted astern by a U.S. destroyer and our latest sub-chaser HMCS *Kootenay*. The *Britannia* steamed much closer to the line of ships than had been anticipated thus affording naval personnel and their guests a clear view of Her Majesty Queen Elizabeth II, HRH Prince Philip, the President of the United States and Mrs. Eisenhower, and the Prime Minister and Mrs. Diefenbaker, all standing on the Queen's bridge. It was thrilling to see the ship's companies "Off Caps" and to hear their resounding cheers echoing over the water for the Queen of Canada and the President of the United States.

This was a day of twice history-in-the-making for Canada. The official opening of the St. Lawrence Seaway, a magnificent feat of engineering that stirs the most sluggish imagination. A project of the second Elizabethan age of adventure of which Canadians and Americans should be justly proud. All this, followed by the age-old ceremony of a naval review re-enacted in Canadian waters, a day to live in the memory with pride.

Before leaving the *Micmac* we had the satisfaction of hearing the captain relay the following message from the Chief of Naval Staff to the ship's company: "Your ships present a fine sight and I am proud of you all today". This signal, coupled with Her Majesty's message of approval and good wishes, seemed a well earned reward for the weeks of training which the smartness of the drill must have entailed.

NEW SLANT TO COURSES AT NADEN

LAST JANUARY, the first of the new Branch Officer Candidates' Educational Courses began in HMCS *Naden*. It ended August 21. Long known familiarly as the "Prep" school, and now officially as the RCN Preparatory School, the West Coast's Educational Establishment has initiated a new concept in Branch Officer Candidate training—a course less intended to cram the student with facts and figures than to guide and develop his reasoning faculties. In general terms, the course follows the tone and pattern of second-year university studies in the liberal arts. It is a vital part of the RCN's new educational program.

Drawn from nine different branches, the 22 senior chief and petty officers who made up the first class, all underwent exactly the same instruction; all were required to attain the same minimum standards, and all passed.

The course differed substantially from those given previously, in which classes were made up of various candidates whose requirements varied from branch to branch. The immediate effect of submitting the class to equally distributed pressure has been that the individuals in it welded themselves together into a single unit with a very high esprit de corps.

Specifically, the course covers six subjects: mathematics, science, English literature, Canadian history and government, political geography and communication. A seventh subject, games and sports, is rightly part of the leadership and divisional courses which lie in the future, but its inclusion as a complement to the academic instruction is most appropriate and welcomed by all at the end of a long academic day. In many other ways, not as immediately apparent perhaps in the school's curriculum, the 22 candidates found themselves being prepared to take up their new positions in the service.

Another innovation has been the skill and sound psychology employed in candidate—"prep" school-family relationships. It has at last been realized that where high academic standards are involved, the "prep school windows" are as much involved as the candidates



"And it comes out here." CPO L. C. Laurie explains the operation of one of the training aids to his wife, Shirley, during an "at home" held at the RCN Preparatory School, Naden. Below, CPO J. A. Houle faces up to the hard facts of mid-term exams.



themselves. Most of the dependents were camped about Victoria in auto courts and in the past had been cut off from the usual activities and home life. It made adjustment very difficult. This year, however, the course began with an open-house evening at the school, an event which enabled the wives to meet and plan future get-togethers. Dependents also accompany their husbands on the field trips which are part of the course and the unofficial social evenings that resulted from these meetings contributed largely to the relaxation of the

tensions under which both the students and their dependents found themselves.

Because it is a new type of course, the BOCEC can be said to be something of an experiment. Yet it is an experiment based upon a clear understanding of the needs of the senior non-commissioned man who is about to undergo a radical change in his way of life and his way of service. It is an experiment based upon a clear appreciation of the real needs of our modern fighting Navy in its executive and administrative structure.—E.B.

HMCMU TUMULT



Pictured here is the badge of the good ship Tumult which forever sails the Tarmac Sea—a sea unlike the rest in that it is completely surrounded by island. As befits an unusual ship, which makes a lot of fuss and bother about going nowhere, the badge of the Tumult differs in certain respects from the badges of other HMC Ships.

For proper description, the badge was referred to our expert in the art of heraldry, who emerged from his fusty, dusty study and presented the following: HMCMU (for Mock-up) TUMULT

BLAZON: Azure a base Barry invected of argent and the field and arising therefrom an atomic mushroom cloud proper, emitting rays gules and charged with a fine triangle of the same, between two telephone sets manual, or reversed, their cord sable arched over the cloud and severed, erased, at the chief point.

SIGNIFICANCE: HMCMU Tumult is an installation for damage-control training at Esquimalt, the badge incorporating symbols for the sea, the violence of the enemy and damage-control training and equipment. It is ensigned with a gold fool's cap with silver bells as is proper for a mock-up.

COLOURS: Blue and white.

MOTTO: Tumultus in parvo.



Victim of countless marine disasters, the Tumult is based at the ABCD Training Centre, Esquimalt. Built for the most part of sections of old ships, the steel structure provides training in dealing with flooded compartments, shipboard fires, atomic fallout and other troubles and inconveniences of wartime seafaring (E-50751). In the lower photo two men enter a flooded compartment to shore up a damaged bulkhead. A valve manifold makes it possible to flood the various compartments selectively with water under pressure of ten pounds a square inch. (E-50745)



AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS *Jonquiere*

The summer months have been busy ones for the *Jonquiere*. During August, accompanied by the *New Waterford*, she carried out the final UNTD cadet training cruise of the summer.

The two ships took the cadets for a short visit to Pearl Harbour and also stopped off at Kailua Bay and Kealakekua Bay. Kailua is rarely visited by naval ships, yet it is in some respects more interesting than Waikiki. This was the seat of government during the period of Hawaiian monarchy. The large Victorian house (called the Huli-kee Palace) is still well preserved and is now a museum. It recalls the origin of the Union Jack's place in the Hawaiian flag.

At Kealakekua Bay, the historic spot where Captain Cook was slain by the natives in 1779, a work party was sent ashore to "tiddley-up" the monument erected to the memory of the gallant explorer.

In the week after the *Jonquiere's* return to Esquimalt preparations were made for a change of commanding officer. Books, documents and records were mustered; all compartments were opened for inspection, and all the necessary procedures carried out as the ship and everything in her were turned over to the new captain. On September 9, Cdr. E. V. P. Sunderland relinquished command to his successor, Lt.-Cdr. H. V. Clark. Cdr. Sunderland has since assumed command of the *Margaree*, of the Second Escort Squadron.

Participating in the maritime exercises which began September 14 gave the ship her first opportunity in several months to work with the rest of the squadron. These exercises both in Barkley Sound area and the vicinity of Comox, B.C., were carried out with the Second and Fourth Escort Squadrons, the Second Minesweeping Squadron, RCN Air Squadron VU 33, and RCAF 407 Squadron. The operation was the largest peace-time manoeuvre of its kind ever undertaken on the West Coast.

RCN Admiral First from Alaska

"When Captain Henry L. Miller, skipper of the aircraft carrier USS *Hancock* becomes a rear-admiral, he will have the distinction of being the first Navy flag officer from the state of Alaska," says the Army Navy Air Force Journal of September 26.

Captain Miller was born July 18, 1912, at Fairbanks, Alaska, and graduated from the U.S. Naval Academy in 1934. He has been selected for promotion to rear-admiral.

A bit of inadvertent "one-up-manship" lies in the fact that the Royal Canadian Navy already has had an officer of flag rank from the 49th State. He is Rear-Admiral H. N. Lay, RCN (Ret.), who was born in Skagway in 1903 and who went on retirement leave in January 1958. He attained the rank of rear-admiral in October 1954. He was Canada's first aircraft carrier captain.

However, at the time of Admiral Lay's birth Skagway stood on disputed territory and he considers himself British-born.

HMCS *St. Laurent*

Many a good sailor has at some time or other in his career "gone adrift", though this is not a custom which naval authorities take kindly to. To be adrift, though, has happened to some rather famous naval persons, and to their illustrious company, surprisingly enough, was added on more than one occasion, the Ship's Bible of HMCS *St. Laurent*.

The *St. Laurent's* Bible is a beautifully bound edition, which was presented by the Royal Navy to HMS *Cygnets* when she was commissioned into the RCN on February 17, 1937, as HMCS *St. Laurent* under the command of Lt.-Cdr. R. E. S. Bidwell, now Rear-Admiral Bidwell (Retired).

On the paying off of the *St. Laurent* in September 1945 the Bible was presented to HMCS *Haida* by A/Cdr. G. H. Stephens, but somehow or other the Good Book "went adrift" from the *Haida* and was not seen again until it turned up in the *Iroquois* in October, 1949, and Lt.-Cdr. T. C. Pullen, sent the wanderer back to her proper ship.

A taste of freedom was too much for the Bible, apparently, for once again, in September 1952 it was discovered by



Victoria's Mayor Percy Scurrah returns a call of Lt.-Cdr. A. G. Kilpatrick, commanding officer of the frigate *Beacon Hill*. After touring through the ship, which the city of Victoria regards as its own, Mayor Scurrah was presented with a mounted photograph of the frigate. (E-51831)

Cdr. John C. Littler, of HMCS *Crescent* in his ship and he sent the rover off to foreign duty with *Haida* in Korean waters. Commander Littler instructed the *Haida* to present the Good Book to the new *St. Laurent* when she commissioned. Commended by Captain John A. Charles, of the *Haida*, as having served well in far Eastern Waters, the Bible at last came to the new *St. Laurent* in January, 1956, and Cdr. Robert Timbrell, with characteristic charity, inscribed on its fly-leaf, "May it be our guide".

Content at last, the Bible has remained in the *St. Laurent* and each commanding officer as he passed the Good Book along, has added a kindly comment to its pages: Captain A. G. Boulton, Captain H. L. Quinn and Lt.-Cdr. E. Petley-Jones. Cdr. M. H. E. Page, the present captain of the *St. Laurent*, says, when his turn comes, he too will have some words to inscribe on what are by now the historic pages of the Ship's Bible.

ATLANTIC COMMAND

First Canadian Minesweeping Squadron

After a month-long leave period at Halifax, the Atlantic minesweepers headed up the coast of Nova Scotia on September 7. Beautiful fall weather favoured a vigorous week of training in the picturesque inlet of Sheet Harbour. Regular stops for ship's company bathing were made and, although the sea was a chilly 63, dips over the side proved very popular.

The following week the squadron was invited to participate in the activities and excitement of the now famous Lunenburg Fisheries Exhibition. Much hospitality was shown to officers and men and the accompanying fair provided its usual attractions. The owners of the sideshows were becoming alarmed towards the end of the exhibition with the number of crack-shots amongst the visiting sailors, who in turn were carrying away innumerable giant pandas and poodle dogs.

The squadron adopted the *Nelson Sea Cadet Corps* of Halifax during September, transporting over 80 of the cadets from Lunenburg to Halifax on September 20 as part of its adoption program.

The month was climaxed by a full scale minesweeping exercise for the whole squadron off Halifax. The exercise as usual inspired keen rivalry between ships, each one trying for the best score of mines. Totals at the end of the exercise showed *Thunder* to be the winner with *Quinte* a close second.



A cheque for more than \$2,000 is handed to Salvation Army Major T. J. Dyck, left, by Commodore (L) H. G. Burchell, Commodore Superintendent Atlantic Coast. The presentation was made on behalf of Dockyard employees who, through their annual charitable campaign, contribute to most charities in the Halifax-Dartmouth area. (HS-58130)

Shannon Park

In 1749, the Halifax area was being pioneered by hardy, determined settlers. Two hundred and ten years later, the descendants of those stalwart souls lined the streets in pouring rain to watch their annual Natal Day parade.

This year, Shannon Park's float was like a page out of a history book. It depicted a covered wagon, complete with water kegs, wash tub and scrub board. The wagon held beautiful little pioneer brides, who were guarded by their service husbands. One apparently was married to a scarlet coated grenadier. Another had espoused a naval rating, who was dressed in bell bottoms, a striped jersey and straw hat. Still another was the wife of a naval officer (vintage 1749) who was resplendent in lacy finery. The spirited wooden horses were guided by a black-bearded out- rider.

Lurking in the bushes ahead of the wagon, were three fierce looking Indians. They originally were intended to be Mic Macs, but due to the inclement weather, they became Apaches—more clothes.

The float won a prize in Dartmouth, and honourable mention in Halifax. This was the fifth year that Shannon Park entered an original float and captured at least one prize. Each year the float is built by a small, hard-working group of residents.

Leadership School

Several staff changes have taken place recently at the Leadership School in *Cornwallis*.

Lt. (P) B. A. O. Oxholm has left the school to attend the JOTL course in *Stadacona*. Lt. (S) P. J. Obendor has gone to *Hochelaga* for a course and has been relieved by Sub-Lt. (S) P. O. McWade. PO G. T. Wallace has been succeeded as officers' course petty officer by PO W. R. Smith who joined the school from the new entry staff.

Communications School

Graduation appears to be the only way of loosening the hold of Visual Communications course 109 on the Matheson Flaghoisting crown. CV-109 by the end of September had won the competition for three months in a row.

CR 130 showed its mettle in the radio relay competition, completing the test in only 58 seconds short of the record.

Competitions for CW transmitting and light transmitting have been in operation for two months, with a view to creating interest in transmitting technique. The winner receives a silver automatic pencil, engraved with his name, and competition for the awards has been keen.

Ord. Sea. S. Reid, of CV 108, was the winner of the flashing light transmitting contest for September and the top man in CW transmitting was Ord. Sea. R. Frenette, of CR 131.

Eight officers began a Long "C" course on September 8, with Lt.-Cdr. (C) F. J. Dunbar as course officer. They are Lieutenants R. F. Smyth, R. J. Fortin, T. C. Arkell, W. H. Hall, H. R. Steele, J. C. Till, M. D. Cameron and R. G. Campbell.

The following members of CR 128 completed their trade group one course in September and were presented with certificates by Commander E. J. Semmens: L. Bolwell, R. Chapdelaine (top man with 97 per cent), C. Lalonde, D. Frost, W. Sparks, W. Wagner, C. LeBlanc and R. Morrisey.

Graduates of CR 129 trade group one course on September 25 were: H. Marshall (93.8 per cent), B. Strong, D. Villeneuve, R. Kent, M. Jones, J. Andrews, W. Morris and R. Biro.

CV 107, headed by C. Daly, completed August 27. Other graduates were: F. Crawford, J. Dumont, A. MacIsaac, R. McNaught, J. McRae, F. Sullivan, and L. Uhlin.

NAVAL DIVISIONS

CNAV *Scatari*

Listed in "Jane's Fighting Ships" as a Supply Ship, the sturdy little wooden-hulled 233-ton vessel *Scatari* (ex-RCAF Tender *Malahat*), is used by COND as a maid-of-all-work, carrying out innumerable and diverse tasks during the summer training season, from her home port of Hamilton, Ontario.

During her 1959 commission, from May 25 to September 11, she steamed nearly 2,000 miles in Lakes Ontario and Erie, visiting a wide range of Canadian and U.S. ports from Kingston in the East to Erieau in the West.

Included in her varied missions were taking Naval Reserves and Sea Cadets on short day and week-end cruises, serving as an overflow ship for New Entry trainees, towing "Dragon" class yachts (including Prince Philip's *Blue-bottle*) between Toronto and Kingston and assisting in towing HMY *Britannia* from her berth in Hamilton harbour.

Finally, as a tender at the Seaway Natex Operation in Toronto, she laid dan buoys for the visiting warships to anchor on, and carried hundreds of libertymen and sightseers and quantities of stores of all kinds to and from the ships in the anchorage.

HMCS *York*

The Royal Tour is now history but the memory of those few busy days is vivid. HMCS *York* was represented at various functions by more than 100 members of the ship's company. The functions included seawall-liners, berthing parties, street-liners and hall-liners

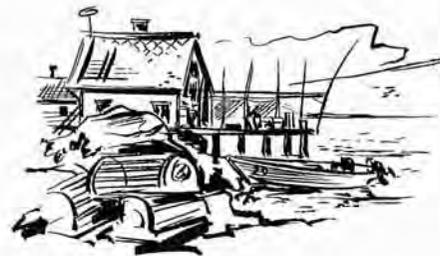


Flying the White Ensign as a tender to HMCS *Patriot* and with a naval ship's company on board, CNAV *Scatari* is shown during one of the busiest summers of her career. From May to September she steamed about 2,000 miles on Great Lakes Training, Royal Tour, NATO Fleet Review and other duties. (COND-5411)

during the State Banquet at the Royal York Hotel.

The seawall liners got the first Toronto glimpse of Her Majesty and His Royal Highness when they appeared on the quarterdeck of the Royal Yacht as she sailed past *York*. Her Majesty was seen to wave in the direction of the party on the seawall.

Twenty-two men and five officers from *York* spent a summer week-end aboard CNAV *Scatari*, tender to



COND. The ship visited Presqu'ile and Cobourg and reached the approaches to Niagara-on-the-Lake before returning to Toronto.

The cruise left Toronto harbour at 2000 on Friday, July 17, and returned at 2030 Sunday evening July 19. The week-end was taken up with various training evolutions.

Saturday evening was spent in Cobourg harbour where the mayor was one of the many visitors on board the ship.

HMCS *Griffon*

All personnel of *Griffon* were on the go during the Royal Visit of Her Majesty Queen Elizabeth to the Lakehead.

After a busy day of street lining and berthing the visiting ships HMCS *Gatineau*, HMCS *Kootenay* and HMS *Ulster*. Officers from *Griffon* and visiting ships attended a dinner given by the City of Port Arthur. Speakers included Vice-Admiral Peter Dawnay, Flag Officer, Royal Yachts, who amused all with his comments, especially those regarding the "intimate" escort provided by local boating enthusiasts.

Most of the dinner guests, including many of the officers of the *Britannia* were entertained later in the evening in the wardroom of *Griffon*. Receptions were also held on board the *Kootenay* and *Ulster* during their visit to the Lakehead cities in July.

Griffon was host to the U.S. Coast Guard ship *Woodrush* on Thanksgiving week-end. The officers and men from the *Woodrush* were special guests at the Ship's Company Party. This is the third year that the Coast Guard ship has visited Port Arthur.

'SCATTER' RADIO AND RADAR

THE SUPREME Headquarters Allied Powers Europe (SHAPE), received control on May 22 of a new radio network of advanced design which will give the Supreme Commander instantaneous and reliable command communications with his subordinate NATO military headquarters at Naples and Izmir (Smyrna), Turkey. The system was put into official operation during a ceremony at Naples.

SHAPE's Chief Signal Officer, Major General Victor A. Conrad, accepted the new communications network from its developers and put into operation a system known as "Double Jump", which links the Paris military NATO Headquarters with those of Naples and Izmir. The unique system is based upon the "ionoscatter" (Ionospheric Forward Scatter) technique, or the principle of reflecting very high frequency radio waves off ion layers beyond the Earth's atmosphere. The system was worked out and supervised by SHAPE Aid Defence Technical Centre of the Dutch defence research institute RVO-TNO, The Hague, and was built by Page Communications Engineers Incorporated, of Washington, D.C.

Dr. Nic Knudtson, Communications Group Chief of the Air Defence Technical Centre, explained that the ionoscatter system works like a searchlight beamed at a cloud, which reflects or "scatters" a certain amount of diffused light back to Earth. In the new ionoscatter technique, when very high frequency radio waves are beamed at a prescribed point in the sky, some of the waves are "scattered" by the ionized layer of the ionosphere back to a predictable area on the ground. At the point of ground impact, highly sensitive receiver equipment picks up the signal.

Such a system is ideal for this application, where the NATO military headquarters are as much as 800 miles apart. The system will provide almost uninterrupted service.

Reliable communications are essential to the integrated defence of the NATO countries. The need for quick reaction to aggression rendered it essential to have instant, dependable communications between the Supreme Headquarters Allied Powers Europe (SHAPE) at Paris and the various NATO military headquarters. DOUBLE JUMP links Paris (SHAPE) with Naples (Allied Forces, Southern Europe) and Izmir

(Allied land Forces, South East). This system is an advanced component of a planned Europe-wide network.

These headquarters are separated by approximately 800 miles. For direct communication over such distances the so called "ionoscatter" mode of propa-

Submariners Need Special Qualities

The submariner of the future, even more than the underwater sailor of today, will need to have iron nerves, an even disposition and great physical endurance.

This conclusion is to be drawn from an address to the American Psychiatric Association in Philadelphia by the medical officer of the U.S. nuclear submarine Sea-wolf, Dr. John E. Ebersole.

Because of the greater endurance of nuclear submarines, patrols may be extended to 100 days or more, as compared with the 40-day patrols of the Second World War.

As reported by "Science Service", Dr. Ebersole said the submarine of the future will not merely be a destroyer of merchant ships—it will be used to hunt and sink enemy submarines. This will mean hovering, perhaps for weeks, at great depths, alertly listening for the enemy. Since noise must be avoided, most equipment will be shut down or operating at low power levels. This will include air conditioning and air revitalizing equipment.

Sea noise may cause repeated false alarms that the enemy is near, the report continues. This will cause stress for the crew in addition to the effects of bad air, fatigue, monotony and the apprehension arising from living close to a nuclear reactor.

Dr. Ebersole said, however, that the officers and men of the Sea-Wolf had stood up well during their 60 days of continuous submergence, which began on August 7, 1958. The men were anxious about their families, but handled their worries well and showed no falling off in the performance of their duties.

gation of very high frequencies has proved to be particularly well suited and reliable. The mechanism of ionoscatter propagation can be visualized by an analogy in which the transmitter is replaced by a powerful searchlight which shines upon a "cloud" representing an ionized layer in the upper atmosphere, and the receiver by an observer beyond the horizon. The observer can still detect the glow produced by the light scattered from the "cloud". Because the ionized region where the scattering takes place is always present, a high degree of reliability is obtained. The system has been designed for high circuit availability. These features, together with the absence of numerous frequency changes as experienced with short wave communications, combine to provide almost uninterrupted service. The system will primarily carry teleprinter circuits.

The ionoscatter system has cost approximately \$4,250,000. The host countries have made the land available for the stations. All the other costs of providing this system have been covered by the United States.

Each station has one building containing the radio equipment, office, maintenance workshop, store for spare parts, staff room, etc., and one building for the diesel generators which start automatically if the local power supply fails.

The technical groups which will operate and maintain the system are composed of military personnel from the host countries and the United States. In addition to having been given formal classroom training, they have assisted with the installation, thereby acquiring working knowledge of the equipment.—NATO Letter.

RADAR CAN SPOT ICBM

THE U.S. NAVY has announced an experimental new radar believed capable of spanning thousands of miles to spot a missile launching almost immediately after blastoff.

It may double the warning time allowed by present day surveillance devices.

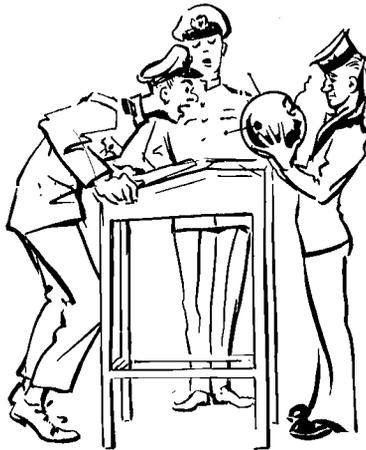
The importance of this disclosure is attested to by the fact that it would

take only 30 minutes for an ICBM to travel from Russia to the United States and conventional radar allows just 15 minutes of warning time.

Known as High Frequency Ionospheric Back Scatter Radar, the new device has already detected Cape Canaveral missile firings from an undisclosed U.S. location.

It also has detected the Project Argus nuclear blasts fired in the South Atlantic as well as earlier, more powerful atomic explosions in mid-Pacific at "intercontinental ranges." Hence naval authorities believe that it might offer a method for detecting violations of nuclear test ban agreements.

The new radar overcomes the "line of sight" limitations of present day systems. Like television, conventional radar is limited in range because the



"IT SEEMS THAT A. B. JONES BROUGHT IT DOWN WITH THE AFTER BOFORS, SIR"

waves travel in straight lines and cannot "look" beyond the horizon.

But the Ionospheric Back Scatter radar bounces radio waves off the ionosphere—the thick layer of charged particles extending about 250 miles above the earth's surface. When a large rocket is fired, hot gases from its exhaust also are ionized and reflect radar waves back to the device's oscilloscope in a distinctive pattern that discloses the missile's location.

Dr. William J. Thaler, Office of Naval Research, conceived the new method and is in charge of the experiments which make up "Project Tepee". He warned newsmen that the new radar was still under experiment and that it might be several years before it could be developed into a finished surveillance system.

At the present time, he added, it is desirable to aim the device's antenna directly at the launching pads or nuclear bursts but he said he believes that it will be possible to develop the principle into a system capable of "scoping" hundreds of thousands of square miles.

Concerning costs, Dr. Thaler said that the equipment is relatively simple and inexpensive. As to development expense, he reported that Project Tepee was allowed \$10,000 in 1957 but that early experiments were so promising the Navy allotted it \$400,000 the following year. This year it has been granted \$1.5 million.

Co-operating with the Navy on Project Tepee are scientists from Yale and Stanford Universities. American Car and Foundry Corporation is the only industrial firm involved in the project.

—AFPS.

Inertial Navigation Anticipated in 1873

The principles of inertial navigation—the latest scientific wonder—were discussed nearly a hundred years ago by an Irishman, according to a letter addressed to *Nature*, the British scientific weekly, by D. Chilton, of the Department of Astronomy and Geophysics, Science Museum, London. The letter, published in January 3, 1959, issue of *Nature*, says:

The recent voyage of the submarine *Nautilus* below the polar ice has caused interest to be focused on the subject of "inertial navigation". This recalls to mind a communication which was published in *Nature* (7,483; 1873). A correspondent, Joseph John Murphy of County Antrim, discounted the idea that "the instinct of direction in animals is the same kind as the faculty by which men find their way" and suggested instead a mechanical analogy basically identical with "inertial navigation", namely:

"If a ball is freely suspended from the roof of a railway carriage it will receive a shock sufficient to move it, when the carriage is set in motion: and the magnitude and direction of the shock . . . will depend on the magnitude and direction of the force with which the carriage begins to move . . ." ". . . every change in . . . the motion of the carriage . . . will give a shock of corresponding magnitude and direction to the ball. Now, it is conceivably quite possible, though such delicacy of mechanism is not to be hoped for (my italics. D.C.), that a machine should be constructed . . . for registering the magnitude and direction of all these shocks, with the time at which each occurred . . . from these data the position of the carriage . . . might be calculated at any moment."

Murphy went on to detail the possible mechanism by reference to the recording anemometers of his day, and even suggested dial indication of instantaneous distance and direction from the starting point.



FEAR GOD AND DREAD NOUGHT

THE THIRD VOLUME of "Fear God and Dread Nought" brings to the reader another book bursting with the meaty, rich correspondence of Admiral of the Fleet Lord Fisher of Kilverstone.

Through the medium of letters to and from the greats and near greats of his era, "Jackie" Fisher strides his flamboyant way through vindication, glory, frustration, banishment and ultimate illness and death. In this, the final volume of the trilogy, Arthur J. Marder presents Admiral Fisher's last years—1914 to 1920.

Mr. Marder has once more produced a skilful selection of the Admiral's letters and memoranda and he has provided sufficient background narrative to set the scene for each section. But it is Admiral Fisher who dominates the pages and from his forceful, sometimes discordant, words we achieve a magnificent view of a doughty, nearly indestructible warrior.

Admiral Fisher was a man of vision, though history was not always to prove his vision true. In the first volume, as a junior officer, he was forecasting the end of sail and the advent of oil-fired turbines—an outlook ridiculed by my lords of a nineteenth century Admiralty. In the second, Fisher's dream was the *Dreadnought* and the large gun, and much of the book portrayed the Admiral's relentless struggle to make it all come to pass. This, the third volume, reveals the Admiral's vision of the submarine and aircraft as the weapon of the future.

It was not easy to dismiss his forecasts. In 1910 he had predicted the outbreak of war with Germany in the autumn of 1914. A few months before the war he warned that German U-boats would attack seagoing commerce—an evaluation soundly pooh-poohed by Winston Churchill.

Admiral Fisher saw the war clearly. He felt he knew exactly what was needed to subdue Germany and he worked to be ready. Years before the conflict he had hand-picked the officer who was to command the Grand Fleet and had groomed him for his post. That officer was Admiral Jellicoe.

To the fury of his enemies at home and abroad, "Jackie" Fisher was more often right than wrong.

"And so the great war had come at last . . ." At Admiralty was Winston Churchill as First Lord, and in the wings, awaiting his recall, was Admiral

of the Fleet, Lord Fisher, one time First Sea Lord and in retirement since 1910. England, suspicious of the German connections of the incumbent First Sea Lord, Prince Louis of Battenburg, clamoured for Fisher's return. The country had not long to wait. In October 1914 Prince Louis bowed to public opinion and resigned. Fisher was back!

As is chronicled in the book . . . "Shortly after his appointment he prayed at Westminster Abbey and was heard to mutter as he left: 'Resurrected! Resurrected! Resurrected! Again!'"

The Royal Navy's feeling were probably best expressed by Admiral Beatty, commanding the Battle Cruiser Squadron, who wrote: "Well! I think he is

BOOKS for the SAILOR

the best they could have done. . . . He still has fine zeal, energy and determination, coupled with low cunning, which is eminently desirable just now."

Throughout the section of this volume which accounts for Fisher's second tenure of office as First Sea Lord, the majority of the letters are to Admiral Jellicoe—"My beloved Jellicoe," as Fisher addressed him—and discuss the Fisher views on the employment of the Grand Fleet. The letters make it perfectly clear that Fisher was the puppeteer and Jellicoe the puppet.

Harboured in Scapa Flow aboard the remote fastness of HMS *Iron Duke*, Jellicoe played his part readily enough, though the reader may wonder if the Grand Fleet commander didn't come to view the Fisher envelopes with jaundiced eye!

This, too, was the period of Fisher's honeymoon with Winston Churchill. Admiralty must have been a lively place with the crusty old First Sea Lord and the young, cherubic First Lord dwelling within the same walls. But it was a short marriage. They were, each in their own way, too egotistical, too forceful, too powerful and intolerant of personal criticism to hold together harmoniously. Captain Thomas Crease, Fisher's Naval Assistant, recorded "the deep personal irritation caused Fisher

by the First Lord's methods of conducting business . . . the constant bombardment of memoranda and minutes on every conceivable subject . . . entirely within the First Sea Lord's province . . . caused Lord Fisher's resignation." Speaking of Churchill, Fisher once said, "He out-argues me." A feat that probably only a Churchill could accomplish!

The military campaign in the Dardanelles caused the final break between the two men. Bitterly opposed to any scheme that would rob the Grand Fleet of ships or material, Fisher was not in accord with Churchill's brain child. When, in his view, Churchill placed unwarranted demands on the Fleet for support of the campaign, "Jackie" Fisher immediately resigned. To put it literally, he walked off the job!

His resignation cannot have come as too great a surprise to the Government for he had held the threat of resignation as a stick over the Government's head almost from the day he assumed office. Fisher found it a good weapon for getting his own way.

His resignation came during the May 1915 crisis of the government, and, confident that reconstruction on coalition lines was imminent, Fisher was sure that he would be recalled and Churchill forced to go.

In a blind belief that he was indispensable and the majority in the cabinet on his side, Lord Fisher committed the great blunder of his life—a blunder that was to prove fatal to his future prospects. On May 19 he forwarded a memorandum to the Prime Minister *dictating* his own terms regarding naval policy and personnel and bluntly stating that he would stay on only if the Prime Minister accepted his terms unconditionally. The memorandum was couched in the words of an ultimatum and Asquith had no option but to reject it and, with it, Lord Fisher.

The old Admiral was never to regain a position of power in the land.

There is sadness in the final years. He was relegated to a minor post of war work as Chairman of the Board of Inventions—a debating society as Fisher called it. The Battle of Jutland and Jellicoe's conduct of the Grand Fleet distressed him, and that strong friendship was to founder on the shoals of politics and misunderstanding.

Fisher was living in the past now. He could not forget that for many years he had been the Prophet of the Royal Navy

and all that was modern was, in a sense, his creation. He harped on past events and was ever reminding people that the destruction of Von Spee's fleet at the Falkland Islands by Sturdee's squadron was due to his foresight in forcing a reluctant Admiral Sturdee to sea and guiding him into position off Falkland minutes before the German ships could make good their escape.

Lord Fisher never gave Sturdee an ounce of credit for the victory. Here is a typical Fisher letter commenting on the event:

Dear Beatty:

Your kind telegram much appreciated. Sturdee's mob asked to put off sailing from Devonport till Friday, November 13. (IMAGINE being such d -- d fools as to sail on a Friday and on the 13th!) The answer went "SAIL WEDNESDAY" . . . AND THEY LEFT! They only reached von Spee TO THE VERY MINUTE! 'Hustle' is a good word. Things done in a hurry are always done best! Nelson said the whole secret of war was being there one quarter of an hour before the other chap. That was as nearly as possible Sturdee on von Spee, but perhaps it was 10 minutes! Yours till death.

Fisher.

When Jellicoe became First Sea Lord, the old Admiral was hurt. Jellicoe had accepted the post against Lord Fisher's advice. When Fisher's offer to serve under Jellicoe was refused by his former protege, he was bitterly disappointed. Consciously or not, Fisher realized that Jellicoe's elevation spelt the death-knell to his own hope of regaining the First Sea Lord's seat. He resented Jellicoe for thwarting him in the final lap of life and the once warm association was to cool and perish and no more "My beloved Jellicoe" letters appear in the book.

"Jackie" Fisher's declining years reveal the frustration and bitterness of a man who cannot face the fact that he has had his moment in history and it has passed. To the last he fired his opinionated broadsides to all who cared to listen, but it was with lessening force and vigour now, and many of his salvos exploded with the impact of damp squibs.

Death finally came to his rescue on July 10, 1920, in his eightieth year.

No matter what evaluation history may put on "Jackie" Fisher, no one can deny the supreme gusto and relish with which he tackled his daily round. Fortunately, he lived in the age before the telephone became the primary means of

immediate communication, so his vivid style and angry thoughts have been preserved for posterity. Lord Fisher said what he damned well pleased, the devil take the hindmost, and he thought nothing of committing such words to paper:

"Don't be cajoled privately by the PM to keep silence . . . I don't want to stay but Winston Churchill MUST go at all costs! AT ONCE! . . . W.C. is leading them . . . straight to ruin . . . (he) is a bigger danger than the Germans by a long way in what is just now imminent in the Dardanelles . . ."

"Please burn and don't mention. Very SECRET AND PRIVATE. This evening Winston sent Lambert, the Civil Lord of the Admiralty, to offer me a seat in the cabinet if I would return as First Sea Lord with him (Winston) as First Lord!! I rejected the 30 pieces of silver to betray my country."

As Admiral of the Fleet Lord Fisher of Kilverstone might have said, this is the real Bovril!—C.T.

FEAR GOD and DREAD NOUGHT Vol. 111. The Correspondence of Admiral of the Fleet Lord Fisher of Kilverstone edited by Arthur J. Marder. Published in Canada by Clarke, Irwin and Company Limited, 795 St. Clair Ave., West, Toronto; illustrated: \$11.00.



On one of the rare hot August afternoons experienced in Nova Scotia this year, naval firemen, by the sheerest of coincidences, decided to test the hydrants in Shannon Park. The swarming children, in turn, tested the spray and pronounced it cold, wet and wonderful. (HS-58763)

A QUERY ABOUT THE RAINBOW

Dear Sir:

While perusing your excellent magazine *The Crow'snest* I have often wondered why HMCS *Rainbow* was not perpetuated in the RCN by retaining her name for subsequent ships or perhaps some naval establishment. Is the name still used in the RN?

I believe, according to the battle honours on the hand steering wheels aft in *Rainbow*, which I repainted several times, the name "Rainbow" had quite a colourful career in naval history.

Also could you tell me whether there is a water colour or oil painting of HMCS *Niobe* arriving in Halifax October 21, 1910? I believe, if my memory does not fail me, that a Mr. Napier-Hemy, a prominent water colour artist, took passage with us from Plymouth to Halifax with this idea in mind. I have often wondered whether this gentleman completed his task and what became of the paintings, whether they hang in Naval Headquarters or in naval museums. Your answer to these questions I look forward to with pleasure.

Forty-nine years ago this October 21 the RCN became a reality and a lot of water has passed under our ships since then, and with much honour to them.

Yours truly,

A. G. W. GERMAN,
Ex-CPO Painter *Niobe*
PO 1 Painter *Rainbow*.

2086 Newport Street,
Vancouver 16, B.C.

The questions raised by Mr. German in his letter were referred to the Naval Historian, E. C. Russell. He reports as follows:

One reason that the name of *Rainbow* has not been revived in the RCN is that it was borne by one of HM Submarines from 1930 to 1940. Since then most of HMC Ships have been given geographical names.

The steering wheels referred to are still in existence: One in the National War Museum in Ottawa, one in the wardroom at HMCS *Naden* and the third is said to be either in the Royal Victoria Yacht Club or in the possession of RCSCC *Rainbow*, Victoria.

The wheels were mounted on a single shaft so that six men could work them in heavy weather when the weight and strength of all six might be required.

Seven ships before her had borne the name *Rainbow* and their battle honours were lettered on the wheels in gold leaf over the white enamel as follows: On the foremast: HMCS RAINBOW flanked by FRIGATE and FRIGATE HEBE 1782; on the second: SPANISH ARMADA 1588, BREST 1599, CADIZ 1596; on the aftermost: LOWESTOFT 1655, NORTH FORELAND 1666, LANGOS BAY 1759.

Another unofficial list (that published in "British Warship Names" by Manning and Walker, London, Putnam, 1959—reviewed in *The Crow'snest* July 1959) omits the honours for Brest, the North Foreland and the two frigate duels but adds: PORTLAND 1653, GABBARD 1653, SCHVENINGEN 1653, FOUR

DAYS' BATTLE 1666, ORFORDNESS 1666, SOLEBAY 1672, SCHOONEVELD 1673 and TEXEL 1673.

A photograph on file at Naval Headquarters (CN-2869) shows a young seaman of the Pacific Division, RNCVR, standing by the hand steering position under the break of the poop in the *Rainbow*. Another photograph appears in "HMCS *Naden*, Naval Barracks", by F. V. Longstaff, Victoria, the author, 1957.

The artist who took passage in HMCS *Niobe* in 1910 was evidently Charles Napier-Hemy, Royal Academy, born May 24, 1841, died September 30, 1917. He was a marine painter of some note and his son Hubert was an Engineer Sub-Lieutenant in the *Niobe* at the time. Nothing is known at present of any painting that may have been executed.



One dark night during Admiral's Inspection in HMCS *Cornwallis* in August, a fire evacuation drill was carried out in Ottawa Block upon orders from Commodore P. D. Budge, Chief of Staff to the Flag Office Atlantic Coast.

The building was evacuated in record time except for one tired Ordinary Seaman who slept blissfully through the drill. When this was brought to the Chief of Staff's attention he had the miscreant carried outside, bed, bag and baggage. His cubicle partner earned a well-deserved blast from the Senior Officer.

In order to impress upon those present the value to be obtained from these evolutions, the whole division was then marched up and down the roadway until they had learned to chant that old

familiar rhyme "The Duke of York's Light Horse".

The following afternoon at Ceremonial Divisions, Cd. Gunner J. B. Bing, block officer received a plaque in commemoration of the night's activities upon which was inscribed:

OTTAWA DIVISION
THERE HAVE BEEN MANY OTTAWA
DIVISIONS
BUT THIS ONE SHOULD BE
KNOWN AS:—
THE DUKE OF YORK'S
LIGHT HORSE

"We are the Duke of York's Light Horse,

A Hundred Thousand Men.
The Colonel, He marched us up the Hill,
Then He marched us down again."

THE NAVY PLAYS

Women Attend PT Classes

Women's PT classes have started in a fall and winter program at *Naden*. The class is made up of nursing sisters, wren officers and naval wives. It has become a very popular program with the ladies. The registration is now 118.

Instructions are given in progressive "Ladies' PT tables", games and swimming. The weekly program consists of 45 minutes of PT followed by 45 minutes of games, 15 minutes of swimming exercises and 15 minutes of recreational swimming.

Badminton Club Elects Officers

Lt.-Cdr. C. R. Manifold was elected president of the Pacific Command Badminton Club for the 1959-60 season. C. W. Tolson is vice-president and Miss Irene Godfrey is secretary-treasurer.

This year the club has joined the Canadian Badminton Association. There is a membership of 50 with more expected to join. Club nights are Monday, with Wednesday reserved for invitational and competitive play.

Hockey Team Being Readied

For the second consecutive year PO Norman Jones is coaching the Navy's hockey entry in the Victoria Commercial Hockey League. Last year under PO Jones' leadership the team won the city and Island championships. They were semi-finalists in the B.C. Coy Cup competition.

The team has passed the working up state and a fair nucleus of last year's players is turning out. Like the coach, most of them are veterans. These include: PO R. Derry, Ldg. Sea. J. Bond, Ldg. Sea. N. Standley, AB A. Christeans, Ldg. Sea. D. Hill, AB W. McLeod, Ldg. Sea. J. Tanner, AB I. Norris, AB C. Uhren, PO P. LaPointe.

Jonquiere Named Cock of the Fleet

Ships of the Pacific fleet during a September visit to Comox matched their powers in a series of hotly contested competitions designed to determine the "Cock of the Fleet". There were five



All set for a "big plunge" is PO Roger Twiss, of the sweeper *Miramichi*. Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, presented the novel "plunger award" to PO Twiss for the latter's landing of the smallest fish (a 10-ounce grilse) in a fishing derby held by units of the fleet during off-duty hours of recent exercises in Vancouver Island waters. Top award of the fishing contest went to Captain H. A. Porter, Commander Fourth Canadian Escort Squadron, who brought in a 40-pound, eight-ounce spring salmon. (E-52305)

events: volleyball, softball, sailing, boat-pulling and a salmon derby.

After a series of easy wins in volleyball early in the week, *Jonquieres* battled tooth and nail in the remaining competitions. It was the very final softball game that eventually gave them a small margin over their closest rivals, *Sussexvale*, *St. Therese* and *Fraser*. On Thursday afternoon, September 21, as *Jonquieres* sailed proudly past the fleet at anchor, she was not only the best but also the happiest ship on the West Coast.

Special mention must be made of the *Jonquiere's* volleyball team and of CPO Ken Neal's 39-pounder, which placed second in the salmon derby.

Sailing Group's Officers Chosen

Lt.-Cdr. F. C. Douglas has been elected commodore of the Royal Canadian Naval Sailing Association, Esquimalt.

Others elected were John Davies, vice-commodore; Lt. Harold Moist, rear-

commodore; L. Seddon, fleet captain; PO F. Davies, service boat captain; Lt. B. Berryman, treasurer, and Lt. G. A. Dufour, secretary. Lt. C. McLaughlin, E. Stefanik and Lt.-Cdr. M. Connor became members of the executive committee.

Before the election, retiring commodore Frank Piddington presented trophies won during the past season.

Submariners Win Rugby Contest

Sixth Submarine Squadron downed a short-staffed Halifax Wanderers squad 16-5 in a Mainland Rugger League contest at *Stadacona*.

Joe Stafford, part of the three-quarter line, paced the winners with a try, scored on 80-yard thrust through the line, a convert and a successive penalty kick. Petty Officers Forth and Russel each registered a try in support.

Alec MacKenzie, on the three-quarter line, got the losers' only try. Scrum half Sandy Munroe kicked the convert.

Meanwhile, at *Cornwallis*, Halifax Navy drubbed *Cornwallis* 13-0 in a tilt played for the same league.

Young, Pearkes and Clarke scored tries with Young and Luke kicking converts.

Squadron Holds Golf Tourney

Gorge Vale Golf Club, Victoria, was the scene of the Fourth Escort Squadron's golf tournament in September.

The trophy for low gross score was taken by the *Jonquiere's* team, Lt.-Cdr. H. V. Clark, Lt. J. L. Woodbury, Sub-Lt. P. D. Crofton, PO F. Barron and Ldg. Sea. J. Ramsay, with a total of 368 for eighteen holes. The *Beacon Hill's* team came a close second with 379. (Four best scores in each five-man team were counted).

Winners of individual prizes were: PO F. Barron, *Jonquiere*, hidden hole;

AB J. England, *New Glasgow*, low net CPO Ogilvie, and *New Waterford*, kickers handicap.

Most unusual winner was AB England, who stroked 147, and had his score reduced by a 76 handicap to a one-under-par 71. PO F. Barron, who shot 78 and had a 7 handicap, tied for low net but was drawn out.

The tournament was initiated last year and first was won by the *Antigonish* when the squadron played off for it in Pearl Harbour.

Buckingham Wins NATO Whaler Race

The International Whaler Race held at the Canadian National Exhibition saw a crew from HMCS *Buckingham* beat out the finalists of whaler crews from warships of six NATO nations.

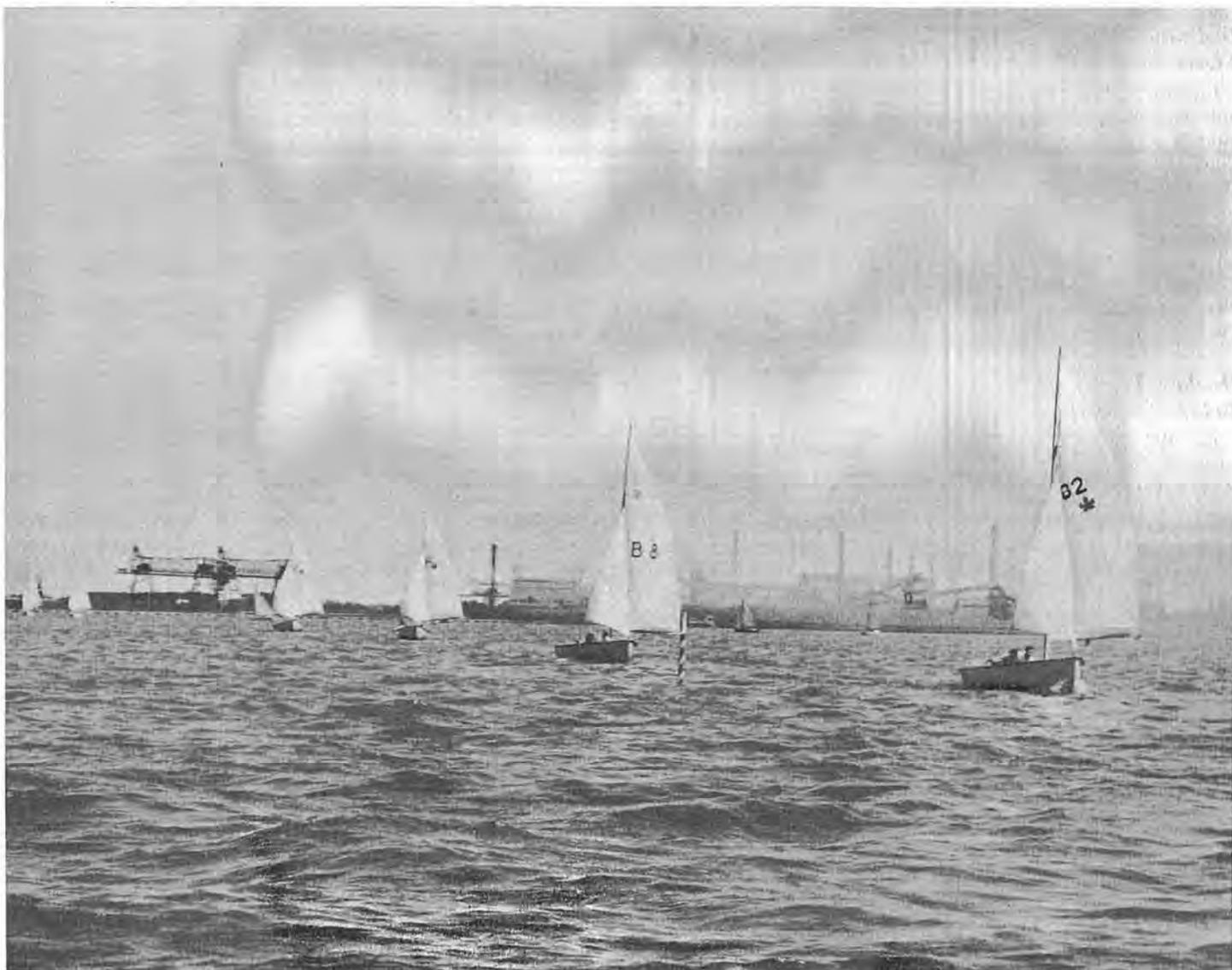
The *Buckingham's* crew consisted of Ldg. Sea. Kevin Hynes, Ldg. Sea. Don

Doucette, Ldg. Sea. Robert Peuparte, Lt. Derek Chandler and AB Norman Gagnon. The coxswain was PO Gerry McLennon.

Young Swimmers Grow in Number

The children's swimming classes in the Pacific Command grow larger each year. This year the organization has grown into 10 classes with approximately 35 children a class and there are as many more on a waiting list.

Classes are held at *Naden* and Royal Roads pools every Saturday. Each class receives a one-hour period of instructions. The children are taught at all levels of proficiency and they may advance as far as an Award of Merit (Royal Life Saving). Red Cross standards are used with the exception of the Award of Merit Class.



RCN Sailing Association dinghies "running free" during the second day of the two-day regatta in which the Ottawa club outsailed the Toronto and Hamilton squadrons. The regatta was held at Hamilton. (COND-5380)

LOWER DECK PROMOTIONS

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

ACKERMAN, George W.PIC14

BARFOOT, Gordon C.LSTD1
 BARDY, Gordon E.LSTD1
 BASKERVILLE, Douglas C.LSRC2
 BATEMAN, Clifford D.LSEA2
 BENNETT, DonaldP2EM2
 BISHOP, Foster F.P2EF3
 BOYD, John T.LSEM1
 BRASSARD, Louis F.P2SH3
 BURCHILL, Douglas G.LSRP1
 BURDETTE, Richard W.LSTD1

CARRICK, GeorgeP2RC2
 CARROLL, George W.P2SW3
 CHAPLIN, Arnold D.P1QM3
 CHASE, Edwin A.LSEM1
 CISMAS, John G.LSAM2
 COLE, Howard F.LSRP1
 COLLINS, Donald J.P1BD3
 COLLISON, WilliamLSTD1
 COTE, Yvon D.LSQM1
 CRIPPS, Keith M.LSRP1
 CYR, Yvon J.LSSW1
 CYRENNE, Maurice J.LSEM1

DAVIS, Laurence W.P2ER3
 DE BRUIJN, Paulina, E.WLNP2
 DENNIS, John H.LSTD1
 DICKSON, Cameron S.P2BD3
 DONNELLY, Robert D.LSTD1
 DOWNEY, Eric J.LSEA2
 DOWTHWAITE, John A.LSCR1
 DOYLE, Joseph R.LSRT2
 DUVAL, Claude J.LSEM1
 DYSON, James A.C2RT4

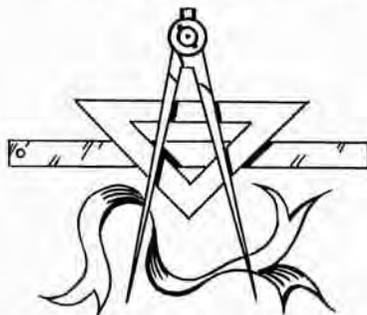
ELDRIDGE, Ronald S.P2EM2
 ELFORD, Gerald A.LSTD1
 EVANS, Gordon R.LSQR1

EVANS, Roger C.LSED2

FEHR, EdwardP2SH3
 FELKER, Stanley G.LSTD1

GAUDET, Charles J.LSLR1
 GIBBS, Donald B.P2BD3
 GOULD, Paul D.LSRP1
 GROOM, Harold W.C2PH4
 GRZYB, John S.LSEM1

HASTINGS, William H.P2BD3
 HENDERSON, William J.P1ED4



HICKS, Joseph N.LSEM1
 HIGGINBOTHAM, Ross J.LSAA1

JOHNSON, JohnP2AT3
 JUPP, Robert H.P1AA2

KENNEDY, Robert E.P2ER3
 KERR, DennisP2SH3
 KILLORAN, George F.LSAA1
 KIPFER, Robert A.LSRT2

LAKER, David S.P2AT3
 LONG, John H.LSTD1
 LYONS, Richard A.LSAA1

MacLACHLAN, Allen W.LSQM1
 MAHEU, Raymond L.P2AT3
 MANN, William O.LSQR1
 MANUGE, Ralph F.C2SW4
 MARINUCCI, Francesco L.LSEM1

MARRIOTT, Clayton S.LSRP1
 MATTICE, Peter A.LSRP1
 McCLINCHEY, Reginald G.LSAA1
 McCONNELL, Desmond H.LSRP1
 McGIBBON, David B.LSAP2
 McINTYRE, Ian R.LSQM1
 McKENNA, James J.LSRC2
 MILLS, JamesLSRP1
 MORRELL, Hector J.LSLR1
 MUNROE, Gordon H.P2ER3

NELSON, John W.LSEA2
 NEWTON, John D.P1QR2
 NOLEN, Clifford F.PIEM4

OAKES, Carl S.P2AA2
 OAKES, StanleyLSRP1

PAGE, Arthur T.LSTD1
 PARKER, AustinLSEM1
 PARKER, Willard M.P2ER3
 PAUL, Pierre J.LSEM1
 PEARSON, Arnold L.LSTD1
 POLLARD, Brian G.LSAA1
 PRIZEMAN, Robert J.P1VS3

RANGER, Lionel H.P2EF3
 RASMUSSEN, Bruce H.LSRP2
 RICHARDSON, Donald B.P2CV2
 ROYLE, Robert R.P2QM3
 RYCKMAN, Norman W.LSEM1

SAVARD, Marcel J.P2QM2
 SHAFFNER, William R.P2ER3
 SKINNER, James H.LSEM1
 SPENCE, Gerald T.LSAA1
 STACEY, Graht K.P2ER3
 STEAD, Lorne B.LSRC1

TAPHOUSE, Norman E.LSRC1
 TAYLOR, Kenneth L.C2EM4
 TITUS, Morris W.LSEM1
 TODD, Richard G.LSQM1

VOOGT, Jacobus C.P2RA3

WATERS, Brian J.LSEM1
 WATTERSON, Ernest G.LSRP1
 WELDON, Graham C.LSEM1
 WINTER, ReginaldC1G14

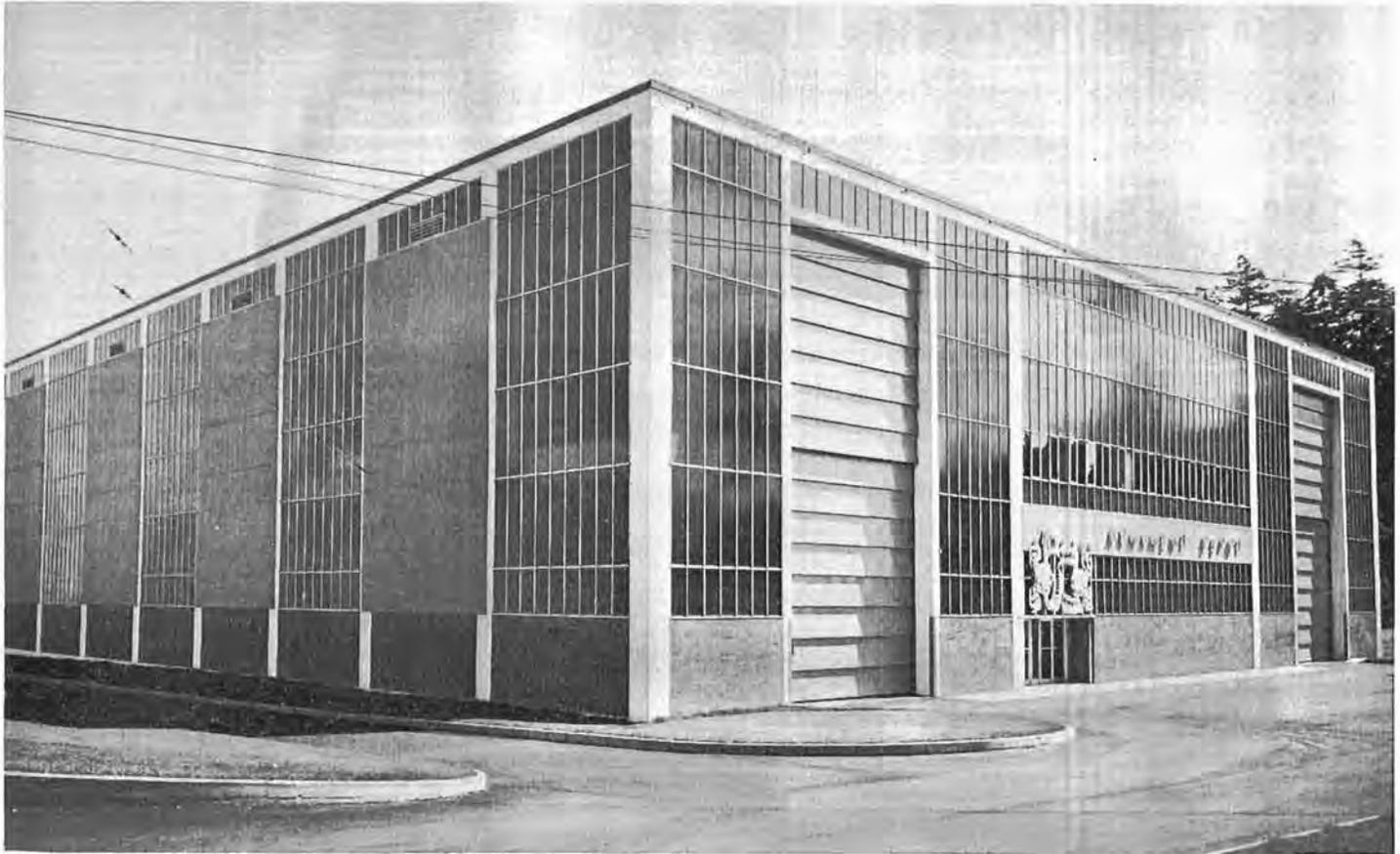


A 24-man guard from the Cayuga marches off to lead the parade marking the opening of the annual Lobster Festival in Summerside, P.E.I. Sub-Lt. William Panteluk is officer-of-the-guard.

RETIREMENTS

CPO WILLIAM HENRY ROBERTS, 41, C1G14, of Montreal, Que.; joined September 9, 1939; served in *Stadacona*, *Saguenay*, *Restigouche*, *Cornwallis*, *Avalon*, *Niobe*, *HMS Foxhound*, *Qu'Appelle*, *HMS Excellent*, *Nootka*, *La Hullose*, *Haida*, *Bytown*, *Niagara*, *Donnacona*, *Bonaventure*; awarded Long Service and Good Conduct Medal Nov. 4, 1959; retired September 9, 1959.

CPO THOMAS DAVIS ANGUS, 40, C1OT4, of Donaghadee, Ulster, Ireland; joined RCNVR December 28, 1937; transferred to RCN, October, 1941; served in *Naden*, *Nootka*, *Stadacona*, *HMS Rampuia*, *HMS Victory*, *HMS Wolfe*, *Niagara*, *Cornwallis*, *Niobe*, *HMS Excellent*, *Prince Robert*, *Peregrine*, *Ontario*, *Tecumseh*, *Warrior*, *Athabaskan*, *Sioux*, *Griffon*; awarded CD September, 1951; retired September 9, 1959.



CPO ROBERT JOHN CAMPBELL, 41, CIV14, of Montreal, Que.; joined RCNVR November 11, 1938; transferred to RCN Feb 5, 1944; served in *Stadacona, NSHQ Annapolis, Venture, St. Hyacinthe, St. Laurent, St. Francis, Avalon, Chaudiere, Niobe, Peregrine, HMS Trumpeter, Warrior, La Hullose, Portage, Micmac, Cornwallis, Magnificent, Fort Erie*; awarded CD August 26, 1952; retired September 21, 1959.

CPO JOHN MULFORD MOLYARD, 43 C2EM4, of Edmonton, Alberta, joined RCNVR October 25, 1938 transferred to RCN May 6, 1940; served in *Naden, Wetaskiwin, Stadacona, Cornwallis, Dunvegan, Givenchy, Prince Rupert, Avalon, Whitby, Peregrine, Border Cities, New Waterford, Uganda, Rockcliffe, Crescent, Ontario, Lauzon, Jonquiere*, awarded CD September, 1951; retired September 10, 1959.

CPO GABRIEL SARTER GIRARD, 45, CIHA4, of Magog, Que.; joined September 20, 1939; served in *Stadacona, SS Pasteur, Niagara, Chaleur, Fort Ramsay, Magnificent, Cornwallis, Montcalm, d'Iberville, Quebec, Cape Breton*; awarded CD September, 1951; retired September 19, 1959.

CPO LANCE VICTOR SMITH, 39, C2MA4, of Stamford, Ontario; joined September 14, 1939; served in *Stadacona, St. Laurent, St. Clair, Cornwallis, Scotian, York, Naden, Cayuga, Ontario*; awarded CD January 3, 1952; retired September, 1959.

CPO LAWRENCE EARL BOUTILIER, 41, C2CK4, of Vancouver, B.C.; joined RCNVR September 13, 1938; transferred to RCN January 15, 1940; served in *Naden, Sans Peur, Givenchy, Macdonald, Royal Roads, Prince Henry, Stadacona, Wetaskiwin, Avalon, Preserver, Cornwallis, York, Uganda, Sioux, Ontario, Athabaskan, Hochelaga, Donnacona*; awarded CD May 7, 1952; retired September 9, 1959.



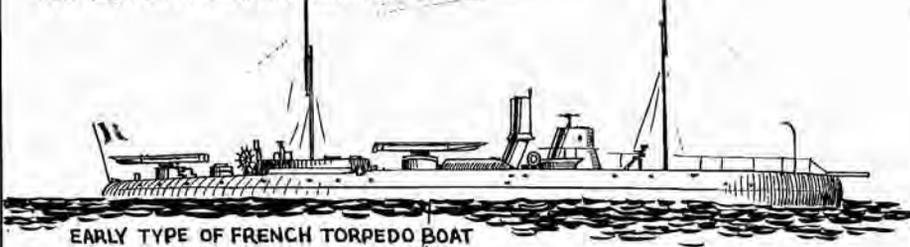
Which way is up and what is it? If you haven't already guessed, it depicts two obviously vicious crabs all set to do battle. The arty emblem appears over the main doorway of the Pacific Command's new Naval Armament Depot. The completed depot is being equipped to handle all the armament maintenance and repair work of the Command. The building is 45,000 square feet in area, rises 50 feet, and has two huge workshop areas separated by a two-storey mezzanine. (E-51719.) (Top picture: E-50900.)

Naval Lore Corner

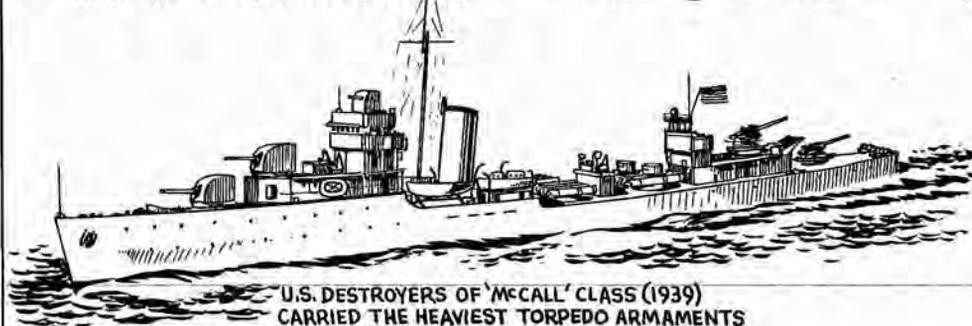
Number 76
TORPEDOES AND TORPEDO
VESSELS



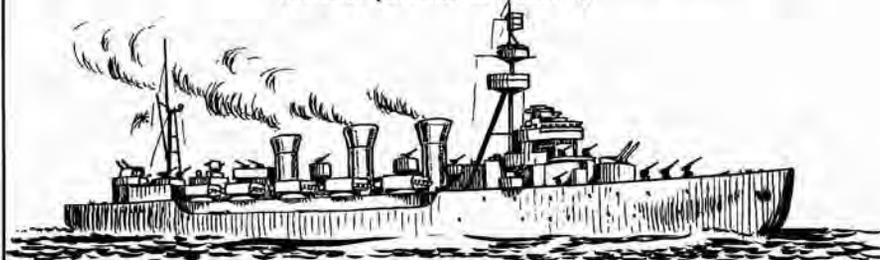
VERY EARLY TYPE OF TORPEDO BOAT. NOTE SPAR (OR OUTRIGGER) TORPEDO IN BOWS AND DROPPING GEAR AMIDSHIPS.



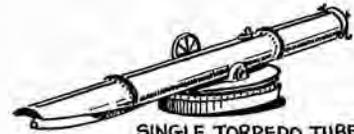
EARLY TYPE OF FRENCH TORPEDO BOAT



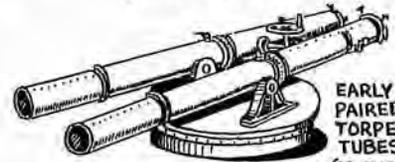
U.S. DESTROYERS OF 'MCCALL' CLASS (1939) CARRIED THE HEAVIEST TORPEDO ARMAMENTS MOUNTED IN DESTROYERS... SIXTEEN TUBES IN FOUR QUADRUPLE MOUNTS.



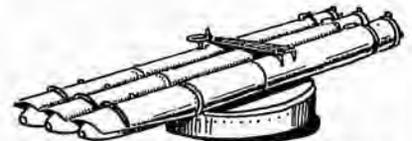
JAPANESE 'KUMA' CLASS CRUISERS, REFITTED AS 'TORPEDO CRUISERS' IN WORLD WAR II, CARRIED THE HEAVIEST TORPEDO ARMAMENTS AFLOAT... FORTY 24-INCH TORPEDO TUBES.



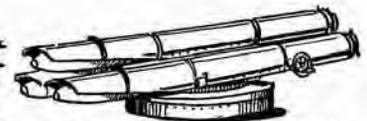
SINGLE TORPEDO TUBE (EARLY TORPEDO BOATS)



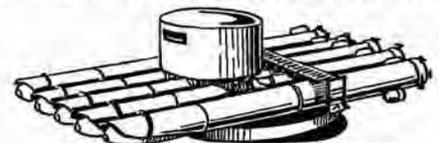
EARLY PAIRED TORPEDO TUBES (18-INCH)



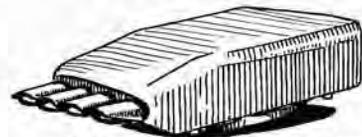
TRIPLE 21-INCH TORPEDO TUBES AS MOUNTED IN PRE-WAR DESTROYERS



TRIPLE TUBES AS MOUNTED IN BRITISH 'V' & 'W' CLASS DESTROYERS



QUINTUPLED 21-INCH TORPEDO TUBES WITH ARMoured CUPOLA AS FITTED IN WORLD WAR II BRITISH DESTROYERS.



QUADRUPLE TUBES IN ARMoured MOUNTING AS FITTED IN GERMAN POCKET BATTLESHIPS (21-INCH).

EARLY TORPEDOES



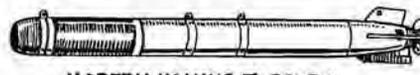
MK. I 14-INCH TORPEDO



18 INCH WHITEHEAD TORPEDO



EARLY 16-INCH WHITEHEAD TORPEDO



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