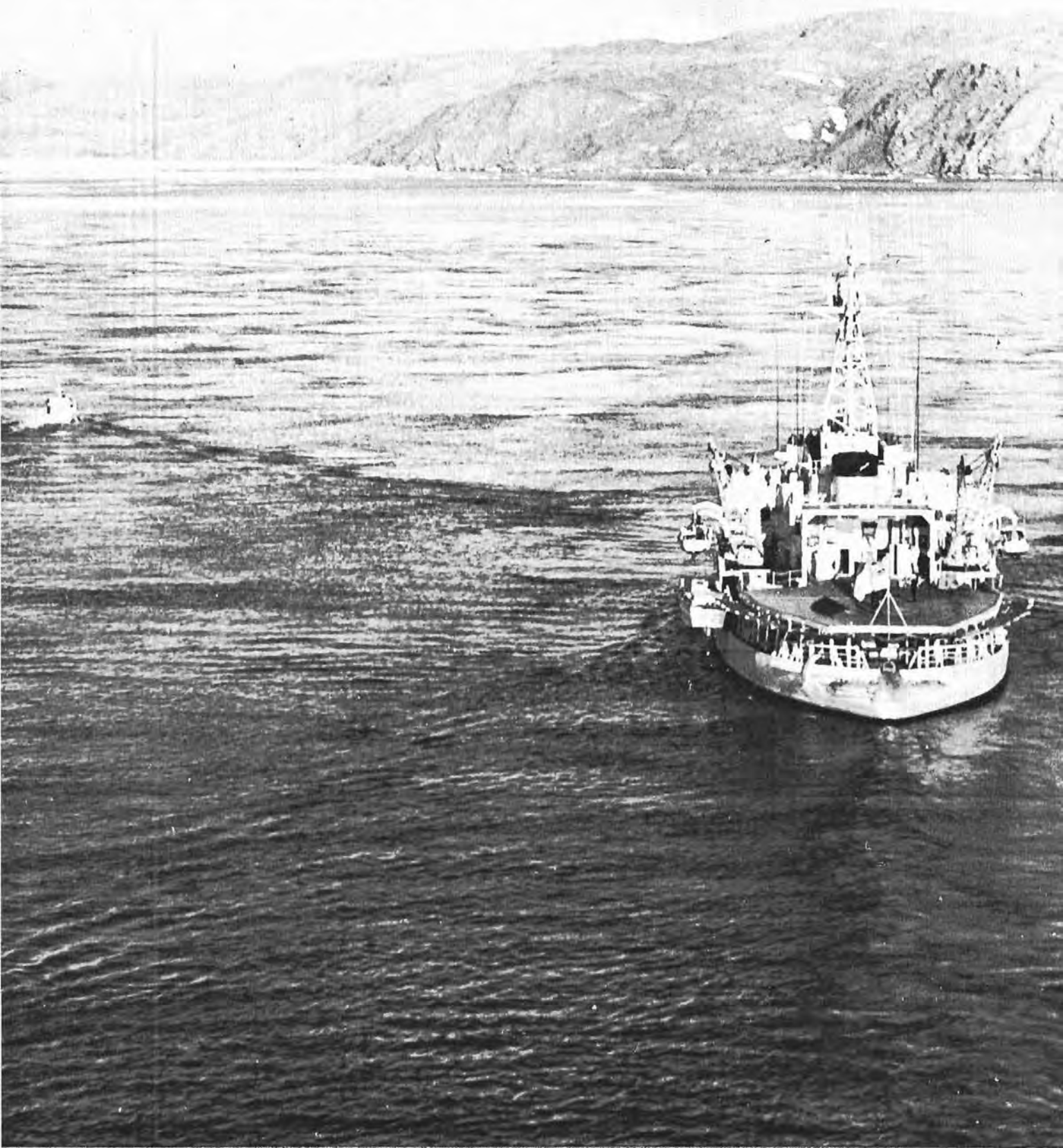


CROWSNEST



Vol. 9 No. 11

September, 1957



The CROWSNEST

Vol. 9 No. 11

THE ROYAL CANADIAN NAVY'S MAGAZINE

SEPTEMBER, 1957

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>Weddings and Births</i>	4
<i>Bellot Strait</i>	5
<i>Officers and Men</i>	10
<i>39 Years of Service</i>	13
<i>Visit to Godthaab</i>	15
<i>Those Sunspots</i>	17
<i>Afloat and Ashore</i>	18
<i>Diving in the Arctic</i>	22
<i>Return to Elba</i>	23
<i>The Navy Plays</i>	25
<i>Letters to the Editor</i>	27
<i>Lower Deck Promotions</i>	28
<i>Naval Lore Corner No. 51</i>	<i>Inside Back Cover</i>

LADY OF THE MONTH

For most of the ten years since she was commissioned at Halifax on October 20, 1947, HMCS *Cayuga* has plied the waters of the Pacific Ocean and has learned that the name "Pacific" is a misnomer if there ever was one.

It is almost three years since the *Cayuga* returned from the Korean war after serving three tours of duty in the Far East. She was one of the three Canadian destroyers (the *Athabaskan* and *Sioux* were the others) which sailed for Korean waters on July 5, 1950, just ten days after the Communist invasion of South Korea.

Now with nobody to shoot at, the *Cayuga* is for the most part engaged in training duties. The picture on the opposite page was taken on July 27 in mid-Pacific as she re-fuelled from the cruiser *Ontario* en route from Hawaii to Esquimalt.

Good seamanship is put to the supreme test when fuelling is undertaken in seas as heavy as those depicted. Luckily, Canadian sailors are good seamen. (OT-3508)

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

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

Sizes, finish and the National Defence standardized prices, follow:

4 x 5 (or smaller) glossy finish only ..	.10
6½ x 8½ glossy finish only40
8 x 10 glossy or matte finish50
11 x 14 matte finish only	1.00
16 x 20 " " "	3.00
20 x 24 " " "	4.00
30 x 40 " " "	8.00

SUBSCRIPTION RATE

The *Crowsnest* may be subscribed for at the rate of \$1 for 12 issues. Orders, accompanied by cheque or money order made to the Receiver General of Canada, should be sent to:

THE QUEEN'S PRINTER,
Department of Public Printing
and Stationery,
Ottawa, Ont.

Communications, other than those relating to subscriptions, should be addressed to:

EDITOR,
"The Crowsnest"
Naval Headquarters,
Ottawa, Ont.

The Cover—The Arctic patrol ship's little soundboat, "Pogo", led the way when HMCS *Labrador* established this summer that a channel navigable by deep-draught ships existed in Bellot Strait between Boothia Peninsula and Somerset Island. The channel offers an escape route to the east for ships in the western Arctic whose path to Bering Strait is blocked by shifting ice packs. (LAB-2520)



RCN NEWS REVIEW

The 30th annual exchange visit between HMCS York, the Toronto naval division, and the Rochester, New York, naval reserve unit this year resulted in a clean sweep for York in competitive events. York's whaler is shown taking the lead in the half-mile race along the Toronto water front. (COND-4073)

Admiral Rayner Assumes Command

The change of command in which Rear-Admiral H. S. Rayner assumed the duties of Flag Officer Pacific Coast from Rear-Admiral H. F. Pullen occurred on August 14. Admiral Pullen was leaving to become Flag Officer Atlantic Coast.

The "turnover" was marked with an impressive ceremony. On the previous day, in conjunction with the RCN's Pacific Command annual regatta, 11 ships of the command staged what the Victoria press described as "a miniature Spithead Review" as a farewell gesture to Admiral Pullen. It was the first time such a farewell had been staged on the Pacific Coast.

The ships presented a memorable sight as they rode at anchor in two sleek grey lines in Esquimalt Harbour. As he passed between them in his bright green admiral's barge, Admiral Pullen received cheers from officers and men of the warships.

It was a fitting adieu for an admiral who over the previous two years had had his ships at sea for a total of more than one million miles in training and operational cruises.

Ships dressed for the occasion were the *Ontario*, *Cayuga*, *Athabaskan*, *Skeena*, *Fraser*, *New Glasgow*, *Jonquiere*, *Fortune*, *James Bay*, *Porte Quebec* and *Oriole*.

Noting the change of admirals at the Command, the *Victoria Daily Colonist*

concluded an editorial with the following:

"Victoria will watch Rear-Admiral H. F. Pullen depart for the important Atlantic Command with appreciation of his fine courtesy and co-operation in community affairs and with admiration for the character of his tenure as flag officer commanding on this coast.

"His successor as incumbent of Admiral's House, Rear-Admiral H. S. Rayner, will be welcomed as equally fitted for the responsibilities which now devolve upon him and with the belief that he too will make a distinctive contribution to this area and to his command.

Admiral Bidwell Says Goodbye

Shortly before relinquishing his command to proceed on retirement leave September 20, Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, despatched the following message to ships and establishments of the Atlantic Command:

"On my retirement I would sincerely like to thank all officers and men in the command for the magnificent, unflinching and loyal support they have given me during the last six years. Due to this the last six years of my career have been the happiest and most inspiring ones of my life. It has been a great honour to command you. Please give my successor the same deal. Goodbye, good luck and God bless you all."

"Both officers, each in his own particular way, exemplify the qualities which happily Canada is able to take for granted in her top-ranking naval officers."

Upon his departure from his command on the Pacific, Admiral Pullen sent the following personal message:

"The past two years have seen the Navy in the Pacific grow in strength and fighting efficiency. This has been due to the excellent spirit which exists in ships, shore establishments and in the Dockyard. Every demand made upon you has been met with cheerfulness and enthusiasm. The ships have won a name for themselves and in this they have been fully supported by the shore establishments and the Dockyard.

"I would like to thank all the officers and men and civilian employees for their loyal and enthusiastic support. I am confident that Admiral Rayner will receive the same encouragement that I have enjoyed.

"Good luck, and may God bless you all."

Eight RCN Ships Join in Exercise

Eight ships of the Royal Canadian Navy, including four anti-submarine destroyer escorts of the new *St. Laurent* class, sailed from Halifax on September 4, to rendezvous with other ships in the Atlantic for the first phase of a series of NATO fall exercises.

Also taking part in the exercise were HM Submarines *Alcide* and *Amphion*, attached to the Sixth Submarine Flotilla of the Royal Navy, based at Halifax.

The ships taking part in Exercise Sea Spray while en route to European ports included some 85 vessels and a large number of aircraft.

Headed by the *St. Laurent*, the RCN ships are the *Assiniboine*, *Saguenay* and *Ottawa* of the *St. Laurent* class and the *Haida*, *Iroquois*, *Micmac* and *Nootka*, Tribal class destroyer escorts.

Sea Spray concluded on September 13, following which the Canadian ships were to call at Portland, England, for two days before proceeding to participate in further NATO fall exercises, which will carry on until the end of September.

The concept for Exercise Sea Spray was to test the movement of ships from the western to the eastern Atlantic as part of an alert for NATO forces. A combined tactical exercise, it was designed to train the participating forces in co-ordinated operations in all phases of underway tactics and anti-submarine warfare.

Vice-Admiral Robert B. Pirie, USN, Commander, Striking Fleet Atlantic, conducted Sea Spray, which was sponsored by Admiral Jerould Wright, USN, NATO's Supreme Allied Commander Atlantic.

Some of the latest types of United States Navy ships took part, including the carriers *Saratoga* and *Forrestal* and the guided missile cruisers *Boston* and *Canberra*.

Navy Participating In Royal Visit Plans

Officers and men of six naval establishments were to take part in the program for the Royal Visit to Ottawa from October 12 to 16. *Cornwallis* and *Stadacona* were to provide the royal guard, colour party, band, and the standing guard at Government House. Streetliners were to come from *Hochelega*, *Donnacona*, *Bytown* and *Gloucester*.

Highlight of the naval participation in the four-day visit was scheduled for October 16, just before the royal party departs for Jamestown, Va., when the naval Queen's Colour is paraded. The royal guard, colour party and band were to perform the ceremony before members of the government, and the services at RCAF Station Uplands. This event is also scheduled to be covered by CBC television as a "live" telecast. This is the first time the naval Queen's Colour has ever been paraded in Ottawa.



Rear-Admiral H. F. Pullen, whose Flag was hauled down on August 17 at Esquimalt, is shown with the new Flag Officer Pacific Coast, Rear-Admiral H. S. Rayner (right) on the steps of Pacific Command Headquarters. Admiral Pullen was to become Flag Officer Atlantic Coast on September 20. (E-42380)

Another major contribution to the program is the historic Sunset Ceremony to be presented on Parliament Hill October 14. An unusual feature of this ceremony was to be the syncopated sunset call, punctuated by a 21-gun salute fired by naval field guns. Two field guns are being brought to Ottawa from the Atlantic command. Later the guns were to join the Dominion carillonneur to climax the "1812 Overture" by Tchaikowsky, lending actual cannon fire to the stirring ending of the overture.

A standing guard at Government House was to consist of one officer and 18 men, alternating with a standing guard from each of the other services after 24 hours on duty. The members

of the navy guard take their posts on October 12 and October 15.

Several band concerts were planned and the naval band was to take part with Army, RCAF, and RCMP bands in massed bands concert on Parliament Hill, and the RCN band was to play in Confederation Square as well as support the Sunset Ceremony, the changing of the guard, and the parading of the Queen's Colour.

Officer of the guard is Lt.-Cdr. (G) G. J. Brockhurst, and second officer of the guard is Lieut. P. A. Roggeveen. The colour officer is Lt. F. W. Crickard, and the officer of the standing guard is Lt. (G) Michael Barrow. The bandmaster is Lt. (SB) E. T. Jones.



Prime Minister John Diefenbaker, Prime Minister of Canada, took part in a memorial service for Imperial war veterans and members of their families who lost their lives in Canada's worst air disaster this summer. The service was conducted at Gage Park, Hamilton. Above, the Prime Minister, accompanied by Sub.-Lt. C. H. Bristol, RCN(R), walks past the naval guard from the Great Lakes Training Centre. (COND-4528)

WEDDINGS

Midshipman W. J. A. Draper, *Cayuga*, to Miss Kathleen Rose Pember, of Victoria.

Ordinary Seaman R. W. Fabelle, *Cornwallis*, to Miss Norma Louise Height, of Digby, N.S.

Leading Seaman J. A. Gilliland, *Ottawa*, to Miss Neolla Desroches, of Montreal.

Leading Seaman A. G. MacLellan, *Ottawa*, to Miss Margo Duschene, of Levis, P.Q.

Lieutenant-Commander (P) K. S. Nicolson, *Ottawa*, to Miss Dorothy Margaret Hall, of Toronto.

Able Seaman Y. D. Vautour, *Ottawa*, to Miss Audrey Marsden, of St. George, N.S.

BIRTHS

To Leading Seaman Warren C. Clarke, *Albro Lake Naval Radio Station*, and Mrs. Clarke, a son.

To Leading Seaman Edmund J. Connelly, *Albro Lake Naval Radio Station*, and Mrs. Connelly, a daughter.

To Lieutenant-Commander (E) E. R. Forster, *Naval Headquarters*, and Mrs. Forster, a son.

To Lieutenant-Commander (S) Vincent Henry, *Niobe*, and Mrs. Henry, a daughter.

To Leading Seaman Donald Horrell, *Albro Lake Naval Radio Station*, and Mrs. Horrell, a son.

To Able Seaman Paul H. LaChance, *Albro Lake Naval Radio Station*, and Mrs. LaChance, a daughter.

To Lieutenant B. M. Saper, *Cornwallis*, and Mrs. Saper, a daughter.

To Chief Petty Officer Robert Spicer, *Bytown*, and Mrs. Spicer, a daughter.

To Petty Officer Charles Titford, *Albro Lake Naval Radio Station* and Mrs. Titford, a daughter.

To Able Seaman Terrance Tomkinson, *Albro Lake Naval Radio Station*, and Mrs. Tomkinson, a daughter.

To Able Seaman John O. Walker, *Albro Lake Naval Radio Station*, and Mrs. Walker, a daughter.

To Petty Officer William A. Webster, *Albro Lake Naval Radio Station*, and Mrs. Webster, a daughter.

'Stad' to Rescue Of Blood Bank

The Red Cross blood donor clinic at HMCS *Stadacona* went over its quota of 800 with a total of 885 donors.

Blood has been in short supply and this contribution has helped to fill the blood bank, officials said.

Minister Boards West Coast Ship

Hon. George R. Pearkes, Minister of National Defence, went to sea August 30 in the modernized frigate HMCS *New Glasgow* as part of an eight-hour visit to the RCN's Pacific Command.

He toured the Dockyard with Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, at 0900 and inspected the yard's repair, maintenance and ship-building facilities.

The party then boarded the *New Glasgow* for a half-hour trip to the Naval Armament Depot at Rocky Point. The minister and his party then visited other naval installations, the Canadian

Services College Royal Roads, the naval married quarters and the RCN Barracks in *Naden*. At the latter location he witnessed ceremonial divisions, a full dress parade and march-past of the establishment's entire complement.

Air Squadrons Train at Coast

All five naval reserve air squadrons concentrated at the Royal Canadian Naval Air Station, *Shearwater*, in August 17, for an extensive two-week training course in weapons and anti-submarine warfare.

In previous years naval reserve air formations completed summer training on an individual squadron basis.

The five squadrons formed a Reserve Air Group for the training period. The group was composed of VC 920, Toronto; VC 921, Kingston; VC 922, Victoria; VC 923, Quebec City, and VC 924, Calgary.

A total of 55 aircrew and 60 maintenance personnel took part in the two-week exercise.

BCA ESSAY CONTEST

CANADA is thought of as a nation in the best years of her life— young, healthy and vigorous. Why then do not her young people show up better in physical competition with the youth of United States and Russia, for example?

In announcing its 1958 essay contest for the armed services, the Bureau of Current Affairs says that recent tests of physical fitness have shown that the youth of Europe are more physically fit than the youth of this continent. Three prizes of \$100, \$50 and \$25 are offered for the best essay of about 500 words on the subject "Physical Fitness, Youth and Prosperity".

As a guide to the treatment of the subject, the BCA asks: "How does the physical fitness and sports program in the Armed Forces help to raise the standards of physical fitness among Canada's young people? What does it mean to Canada to have her youth physically fit?"

All men and women of the regular force up to and including chief petty officer and, in the Army and Air Force, warrant officer are eligible and the essay may be written in English or French. Name, rank and service number must appear at the top of the first page. All entries will become the property of the Crown and the judges' decision will be final.

The closing date for the contest is February 15, 1958.

Personnel serving in Europe must send their essays to Current Affairs Adviser, HQ Canadian Infantry Brigade Group, Westfalen, Germany, CAPO 5050. Those serving in other foreign lands should send their essays to the Bureau of Current Affairs, National Defence Headquarters, Ottawa, Canada.

Canadian-based personnel should send their essays to the nearest Current Affairs Adviser at one of the following addresses:

Headquarters, Quebec Command,
3530 Atwater Avenue,
Montreal, Que.

Headquarters, Central Command,
Ortona Barracks,
Oakville, Ontario.

Headquarters, Western Command,
Kingsway Avenue,
Edmonton, Alberta.

Headquarters, B.C. Area,
4050 West 4th Avenue,
Vancouver, B.C.

HMCS *Stadacona*,
Halifax, N.S.

14 Group Headquarters,
RCAF Station Winnipeg,
Stevenson Field,
Winnipeg, Manitoba.



The northernmost shore of Canada's mainland to starboard, the Labrador leads the U.S. Coast Guard vessels *Storis*, *Bramble* and *Spar* through Bellot Strait. (LAB-2622)

BELLOT STRAIT: BIG-SHIP PASSAGE

Labrador's Survey Shortens Northwest Route

"Passage of Bellot Strait accomplished. Southbound in Franklin Strait."

THIS WAS the message Captain T. C. Pullen, commanding officer of HMCS *Labrador*, sent during the weekend of August 25 to Rear-Admiral Roy Gano, USN, commander of Task Force Six of the Military Sea Transport Service's Arctic Task Force.

The message vindicated the long-held belief of Vice-Admiral John M. Will, USN, Commander of the Military Sea Transport Service, that a Northwest Passage for deep draft ships existed in Bellot Strait, lying between Somerset Island and Boothia Peninsula in the Canadian Arctic.

At 0900 Saturday, August 24, her keel 28.5 feet deep in the icy waters of Brentford Bay, maximum watertight integrity established and special sea duty men and cable party at their stations, the Royal Canadian Navy's Arctic patrol ship stood westward into Bellot Strait.

Captain Pullen directed the ship's movements from the bridge, and CPO Walter Brown, coxswain, was at the wheel. The sound boat, *Pogo*, marked the channel, and two helicopters, piloted by Lt. Larry T. Zbitnew and Lt. David Oliphant, scouted ahead while Lt.-Cdr. J. M. F. Douglas, RN, operations offi-

cer, co-ordinated the movements and plotted the ship's position.

Below decks, Cdr. (E) D. H. Fairney, had four engines with the power of 8,000 horses on the line and two more standing by. If necessary, he and his assistant, Lt.-Cdr. (E) Leslie Brown, could raise the ship 2.5 feet in 15 minutes by pumping ballast.

A safe course was carefully set past the boiling waters of Magpie Rock at the eastern entrance to the strait. Late the previous day leading marks had been set by Lt.-Cdr. Alan Cavenagh, navigating officer. The range of the marks had been sounded by Lt. N. S. Norton, and charted by Michael Bolton of the Canadian Hydrographic Service.

The White Ensign of the Royal Canadian Navy is raised over Fort Ross, abandoned Hudson's Bay Company trading post on Somerset Island, by personnel from the *Labrador*. Lt.-Cdr. (S) David Manning, of Newmarket and Kenora, Ont., far right, was officer-in-charge and post "governor" during the temporary occupation, which gave shore support to surveys of the Bellot Strait area. (LAB-2501)



At 0912 on Saturday morning, the marks were in line and the *Labrador* steamed to the west.

At 0955, while hoisting "Pogo" on board, the *Labrador* recorded a depth of 50 feet, the minimum for the entire 20-mile passage. The northernmost tip of Boothia Peninsula was passed at 1021. Near there, the surface was completely covered with ice for about two miles. From then on, the passage was ice-free or nearly so. The *Labrador* cleared the channel at 1118.

During the afternoon, the *Labrador* probed Franklin Strait to a point just south of Prince of Wales Island and found good water with only scattered ice. In the evening, she returned to the Bellot Strait area to complete the planned survey and establish permanent beacons. She had not yet established contact with the U.S. Coast Guard ships *Storis*, *Spar* and *Bramble*, which were to work their way north to Bellot Strait after surveying the Shepherd's Bay area.

The *Labrador* had arrived at the eastern approaches to Bellot Strait late on August 21 to begin the survey of the strait for this year's attempt of the passage. Meanwhile the *Storis*, *Bramble* and *Spar* were en route from western Arctic waters to rendezvous with the *Labrador* at the western side of the strait if the Canadian ice-breaker was able to make the passage. From preliminary surveys made by the *Labrador* last year, it was considered the eastern end of the strait was the critical area of the channel. One of the major obstacles was Magpie Rock.

Fort Ross, an abandoned trading post built by the Hudson's Bay Company in 1937, was the shore base for the *Labrador's* intensive survey of the Bellot Strait area.

Occupied by a small garrison from the *Labrador* on August 22, Fort Ross supported survey parties and their boats while the *Labrador* explored other waters near Somerset Island. Permission to occupy the post was obtained from the Hudson's Bay Company.

Consisting of two wooden buildings on rock foundations, the post is located on the southeastern tip of Somerset Island at the eastern approach to Bellot Strait. Close to high water mark is a one-storey building, the original trading post, which provided temporary housing for hydrographers and boat crews.

Further inland, a four-room building originally housed the post manager and his assistant. The four-man garrison and tide gauge party of two now used it as their headquarters.

A third building, once a warehouse, is gone and only a stone foundation



Two buildings remain of the three once forming Fort Ross, one-time Hudson's Bay Company trading post on Somerset Island at the eastern entrance to Bellot Strait. Personnel from the *Labrador* use them as headquarters for the extensive survey of Bellot Strait. (LAB-1865)

Personnel of the *Labrador* discovered messages in a cairn at Fort Ross, abandoned Hudson's Bay Company trading post on Somerset Island, just off the northern tip of the Canadian mainland in the central Arctic. Stewart Dunbrack, civilian hydrographer, looks through the messages, dating back to one left by the Hudson's Bay Company ship *Nascopie* on August 21, 1941. The Arctic patrol ship also left a message, describing her explorations of Bellot Strait (in background). (LAB-2510)





The presence of shoals, heavy currents and partly submerged formations like Magpie Rock beneath the swirling water in the foreground, had Arctic experts speculating on the Labrador's chances of finding a navigable channel through Bellot Strait. However, the RCN Arctic patrol ship forged ahead and found a passage through the winding, 18-mile waterway whose minimum depth was 50 feet. (LAB-2519)

marks its site. The two standing structures, because of dry arctic atmosphere, are remarkably well preserved. Immediately habitable, although abandoned since 1947, the buildings provide welcome shelter.

Appointed "governor" of the Fort, Lt.-Cdr. (S) David Manning, headed the garrison. Second in command was CPO J. M. Macdonald, USN. Completing the garrison were AB Thomas Forbes, communicator, and PO Joseph Edison, cook.

The tide pole party recorded tidal data. It consisted of PO Milton Mason, medical assistant, and AB Kenneth McFadden.

The three United States Coast Guard ships, bent on completing the first Northwest Passage effected by U.S. ves-

sels, steamed through Bellot Strait on Friday, September 6.

They made rendezvous with their task group commander, Captain Pullen, on Wednesday, September 4, in James Ross Strait, 17 miles northwest of Cape Victoria, Boothia Peninsula.

The four ships then headed northward to Bellot Strait to complete their survey mission, the U.S. vessels in the western section and the *Labrador* in the eastern. The survey finished late Thursday and the *Labrador* escorted the three Coast Guard ships through the strait Friday morning, September 6.

After the passage through the strait, the *Labrador* escorted the U.S. vessels through Prince Regent Inlet and then returned to continue oceanography in the Gulf of Boothia and Committee

Bay. The American ships, their 1957 Arctic duties completed, were to proceed via Lancaster Sound, south through Davis Strait and, after stopping at Argentinia, Nfld., to fuel, will carry on to Boston.

The largest of the three ships is the *Storis*, a 1,715-ton tender, strengthened for ice navigation. The *Bramble* and the *Spar*, both of 935 tons, are classed as buoy tenders.

While the *Labrador's* trip through Bellot Strait was the first for a large ship, the turbulent waterway had been passed through on several previous occasions by Hudson's Bay Company supply vessels and by the RCMP patrol vessel *St. Roch* in the course of her first conquest of the Northwest Passage in 1942.

A dramatic account of the passage was written by the captain of the *St. Roch*, Sergeant (now Superintendent) Henry A. Larsen, whose story opens on August 4, 1942:

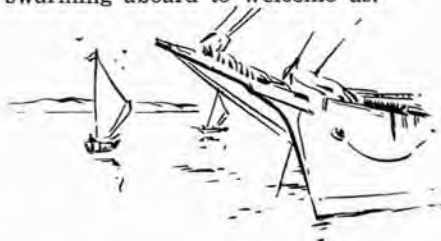
"We moved out of Pasley Bay about 15 miles. There we got locked in, drifting back and forth in the vicinity where Sir John Franklin's ships, the *Erebus* and *Terror*, were beset and abandoned nearly 100 years before. On August 24 a small lead opened and we worked our way up to Tasmania Islands, where a little open water between these islands and the loose ice moved back and forth with the change of the tides at terrific speed in the narrow channels, keeping us all awake. We had to be constantly on the move to avoid damage or getting pushed ashore.

"On the 29th we were able to proceed northward, by heading a bit for Prince of Wales Island, which we followed up until abeam of the Bellot Strait. We cut across and entered this strait the same night. The western end of the strait was clear of ice, but in the middle there was a barrier right across, held there by some heavy grounded ice.

"This strait is only a half a mile wide and there is a terrific current. As the ice came pouring in behind us, there was nothing else to do but crash into it and attempt to drift through. This we did; the strong current causing large whirlpools in which large cakes of ice spun and gyrated. Many times we thought the ship would crash like a nut under the pressure. Sometimes we became stationary off projecting points of land—high, dark, inaccessible cliffs. The strait is about 18 miles long.

"We had two young Eskimos aboard, a man and his wife. One had to admire the quality of these people. At times when things looked really bad they would go up on the forecastle head and sing at the top of their voices. They told me they were singing so the ship wouldn't get crushed, so I told them to keep on singing. They were quite pleased after we got through when I told them their singing had no doubt helped us a great deal.

"Meanwhile the people at the eastern end of the strait, at the Hudson's Bay Company post, Fort Ross, had anxiously watched our struggles and they all came swarming aboard to welcome us."



Page eight



"The Moving Finger writes: and, having writ. Moves on: nor all your piety nor wit Shall lure it back half a line, Nor all your tears wash out a word of it." The "Moving Finger" in this instance is the electric stylus which traced the graph on the Labrador's echo-sounder as the ship ventured into the uncharted waters of Bellot Strait. Eyed closely by Ldg. Sea. Charles Musgrove, the trace shows a sudden plunge from 50 feet—the shallowest depth recorded in the channel—to 600 feet and then up to 100 again, showing that the submarine landscape of the Arctic can be pretty rugged. (LAB-2248)

AS THE 'XO' SAW IT

THURSDAY morning at 0800 22nd of August, 1957: Operation Bellot got underway and proceeded according to plan. By 1200 the Governor of Fort Ross had received all his provisions and fuel — moorings were laid near Fort Ross Beach. The Eastern Tide Pole Party had been established and things were well on their way. The triangulation work was in full operation. The most important of all, the western approaches to Bellot Strait were free of ice. The day was brisk and the skies

were clearing. A wonderful Arctic day for an operation of this kind.

I wonder what Kennedy, Bellot and McClintock would say if they saw this operation going into effect with our helicopters and modern machinery of today?

By afternoon *Pogo* and the motor cutter were well into Bellot Strait carrying the western tide pole party. Unfortunately, high winds prevented the helicopters from completing the erection of beacons for triangulation.

However, they managed to put up eight in the forenoon, leaving only two more to be placed. We are hoping that the wind will drop by evening in order to continue the triangulation work. Until this is done the survey of *Pogo* and the motor cutter cannot be tied in. It is important that this be done before HMCS *Labrador* attempts the passage.

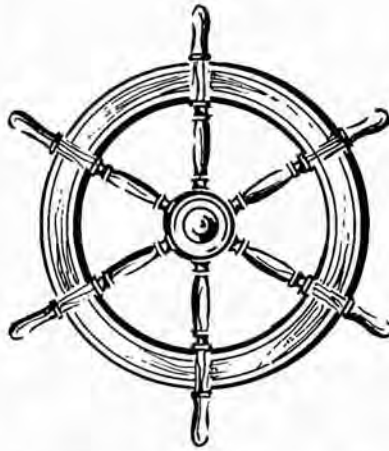
The wind dropped in the latter part of the afternoon, and by 1945 the helicopters took to the air with the hydrographers to continue the triangulation work. They intend to work well into the night with the aim of completing this phase in order that accurate sounding may commence tomorrow.

In the meantime *Pogo* and the motor cutter returned from the western end of Bellot Strait. *Pogo* came alongside the *Labrador* to make good a defect, while the motor cutter continued on to Fort Ross. *Pogo* brought us good news. The Bellot Strait channel is deep all the way through, and we felt that the *Labrador* would have no trouble in making the passage.

This beautiful sunny day has brought us good news and luck. For the first day we had better success than poor old Captain McClintock did in the *Fox* ninety-nine years ago on the 22nd of August, 1858.

However, that evening the picture changed. The ice started to move in from Prince Regent Inlet, and soon the strait was plugged with ice. This will be a handicap to our operations tomorrow.

Multi-engined aircraft, helicopters and a sound boat were used to help the *Labrador* find a big-ship channel through Bellot Strait. The Arctic patrol ship's Vertol HUP, on ice reconnaissance, flies by the RCN exploration vessel as she makes her way through the strait. (LAB-2524)



Friday, 23rd of August: A beautiful day but frustrating owing to the ice moving into the strait during the night. This stopped all boat activity. However, the helicopters with the hydrographers continued their triangulation work.

Ice prevented reconnaissance soundings by *Pogo* until late afternoon. In addition, she developed mechanical trouble. By evening the ice conditions had improved. Under the midnight sun *Pogo* surveyed the narrow channel off Magpie Rock, while the helicopters with Lt.-Cdr. Cavenagh, with *Pogo's* co-operation, adjusted the leading marks for this channel. The day started off with nothing but frustration and ended up in victory, for *Pogo* had success and found a suitable channel 500 yards wide off Magpie Rock. As the midnight sun

touched the Bellot mountain tops the work was completed.

The *Labrador* was now ready for the exciting transit. Late that night a meeting was held in the Captain's cabin for the great plans for tomorrow. For tomorrow would be history in its making.

Saturday, 24th of August: It was a glorious Saturday morning with the Arctic sun in its full brilliancy. Today was the climax of Operation Bellot. At 0900 with *Pogo* leading, the *Labrador* cautiously proceeded through the narrow channel by Magpie Rock. The challenge was on and conquered with success. The *Labrador* had achieved her victory. Once through the narrow waters, *Pogo* was hoisted inboard, and the *Labrador* continued on her way through Bellot Strait. By 1045 she had made the passage half way through, opposite Fox Hole, where McClintock took shelter for the night in August 1858. The *Labrador* had achieved her aim, and history in its making was being unfolded. Now we knew that a deep draft ship could use Bellot Strait. A noble effort and congratulations to all. At 1200 the *Labrador* was in the open waters of Franklin Strait heading south.—From the daily orders of Cdr. C. A. Law, executive officer of the *Labrador*.

How Bellot Looked 98 Years Ago

Bellot Strait, surveyed this summer by HMCS *Labrador* and proved to have a channel of sufficient depth for the largest ships afloat, was discovered in 1859 by the Franklin search party under Captain Leopold McClintock.

A member of the party was Lt. Rene Bellot, who had obtained leave of absence from the French Navy to join the expedition. During the exploration of the strait he fell into a crevasse in the sea ice and perished. His name was given to the strait by Captain McClintock, who described the channel and its surroundings as follows:

"The appearance is precisely that of a Greenland fiord. It is about 20 miles long and scarcely a mile wide at its narrowest part and there, within a quarter mile of the north shore, the depth was ascertained to be 400 feet. The granite shores are bold and lofty with a very respectable sprinkling of vegetation for so high a latitude. Some of the hill ranges rise to about 1,600 feet above the sea. The strait runs very nearly east-west. When half way through, both seas are visible. The flood tide comes in from the west. The rise and fall is much less on the west than on the east."



OFFICERS AND MEN

Minister Attends Venture Rites

Cadets of the graduating class at *Venture* were told by the Minister of National Defence, Hon. George R. Pearkes, VC, that they were entering the RCN in "a most interesting era".

The graduating class, the second since *Venture* was commissioned in September, 1954, numbered 39 cadets who now enter the fleet as midshipmen to continue their training.

Climaxing two years of intensive study, the graduation ceremony held August 23 was a colourful event with early morning rain subsiding in time to allow the outdoor program to be carried through.

Watched by a large crowd of parents and friends, the prize-winning cadets received their awards from Mr. Pearkes, who told them: "Our Navy, as others of the Allies, is intended as a deterrent to war. We do not want war; we seek to prevent war. But we want to let the others know how strong we are. You are part of that deterrent."

Supplementing the graduation ceremony, the cadets staged an impressive gymnastic display on the *Venture* play-

ing field. A tea for the cadets, their parents and friends was held in the garden of the Admiral's House, followed on the evening of graduation by an outdoor dance at Victoria's famous Butchart's Gardens.

In a written message to the graduating class, Vice-Admiral H. G. De-Wolf, Chief of the Naval Staff, pointed out that the naval officer's capabilities must be high, for his responsibilities are serious. In these days his profession was more exacting than at any time in the past, and there was every reason to believe that it would become more so in the days to come.

The cadets were inspected by Mr. Pearkes who was accompanied by Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast. Following the presentation of awards by Mr. Pearkes, Contralmirante Vicente M. V. Baroja, Armada Republica Argentina, one of the distinguished guests attending the graduation ceremony, presented a couteau, a small sabre worn by Argentine Navy Midshipmen during their period of training in the Escuela Naval Militar.

This was accepted by Captain D. W. Groos, commanding officer of *Venture*,

who, in return, presented a mounted crest of *Venture* to Contralmirante Baroja.

The following awards were made to the prize-winning cadets: Officer-of-the-Watch Telescope (awarded to cadet of any branch with highest standing in scholastic and professional subjects and officer-like qualities), Midshipman André Barbeau.

The Officers' Sword (awarded to cadet of any branch outstanding in officer-like qualities), Midshipman Andre J. Turcot.

The Pullen Trophy (awarded to cadet of any branch judged outstanding in professional achievement), Midshipman William Park.

The Hampton Gray Shield (awarded to cadet of any branch outstanding in athletic ability and sportsmanship), Midshipman D. G. Urich.

The *Naden* Trophy (awarded to the executive branch cadet with the highest standing in graduating class), Midshipman G. Cybanski.

The *Venture* Trophy (awarded to cadet with highest standing in executive (air branch), Midshipman André Barbeau.

Two RCN Officers On NATO Course

An officer of the Canadian Army and two Royal Canadian Navy officers were nominated for the 12th session of the NATO Defence College in Paris.

Col. G. M. C. Sprung, of Ottawa, Military Attaché to Sweden and Finland; Cdr. L. B. Jenson, of Calgary and Ottawa, formerly commanding officer of HMCS *Micmac* (destroyer escort), and Lt.-Cdr. (SB) J. W. Scott, of Halifax and Ottawa, who has been Deputy Judge Advocate (B.C.), are attending the five-month course which commenced on September 2.

Hydrographers Sail in Labrador

On board the *Labrador* during her present cruise in Arctic waters is a civilian hydrographic survey team which is aiding in charting remote northern waters.

Four hydrographers from the Canadian Hydrographic Service of the Department of Mines and Technical Sur-

Naval Cadet Andre J. Turcot, senior cadet captain, reports cadets ready for inspection by Defence Minister G. R. Pearkes at the second annual graduation of HMCS *Venture*. With Mr. Pearkes are Captain D. W. Groos, commanding officer of *Venture*, and Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast. (E-42489)



veys have been aiding in surveying the Labrador coast and DEW Line sites.

The four are: Michael Bolton, Ottawa, hydrographer-in-charge; Sydney van Dyck; Winnipeg and Ottawa, senior assistant hydrographer; Stewart Dunbrack, Lawrencetown, N.S., and Ottawa, hydrographer, and Earl Rodney, Ottawa, draughtsman.

Assisting them in their work are the *Labrador's* helicopters which are being used to establish ground control for charts, and three launches, equipped with fathometers, being used to measure the depth of water. Some of the survey operations are being conducted from the ship, while other phases are being carried out by detached shore parties.

During her past three Arctic voyages, the *Labrador* has been responsible for the publication of 15 new navigational charts and the revision and correction of many others.

An example of this year's hydrographic work was carried out during a visit to a harbour on the coast of Labrador, north of the 55th parallel when Lt. N. S. Norton and the civilian hydrographers surveyed and sounded parts of the harbour to bring existing charts of the area up to date.

Bell Presented To Sergeants' Mess

Recently at the Canadian Joint Air Training Centre, Rivers Camp, Manitoba, Lt.-Cdr. (P) W. H. I. Atkinson, presented a ship's bell to the sergeants' mess.

Accepting on behalf of the mess were the president of the mess committee Sergeant Major Nichol, RCAMC, and Sergeant J. I. P. Regimbald, RCAF, president of the entertainment committee.

Lt.-Cdr. Atkinson, of Minnedosa, Manitoba, naval assistant to the Commandant, CJATC, since 1955, has now taken up an appointment at the RCAF Staff College, Toronto and is succeeded by Lt.-Cdr. (P) R. J. Watson.

RCN Lends Hand To Film Company

The Royal Canadian Navy came to the temporary rescue of a motion picture company on location at Portland, England, during a brief visit in mid-September by six Canadian destroyer escorts taking part in NATO fall exercises.

The company, Open Road Films Ltd., of London, making the film "Stella" under the direction of Sir Carol Reed for Columbia Pictures, had been using Royal Navy personnel to handle communications between production offices



At the *Venture* graduation, August 23, Capt. D. W. Groos, commanding officer of *Venture*, right presents a mounted crest of HMCS *Venture* to Rear-Admiral V. M. Baroja, Argentine Naval Attaché from Washington, D.C. Admiral Baroja had earlier presented *Venture* with a ceremonial sabre on behalf of the Argentine Naval Academy. (E-42493)



Top radar plotters are these five wrens from the Toronto naval division. In a radar plotting course for reservists from Canadian naval divisions, held in Naden, the five wrens took top honours in a class of 11. Grouped around a radar indicator, part of their training equipment in HMCS York are, left to right: Joan Balch, Jean Jones, Pat Luckman, Eleanor Hargrave and Mary Timoney. (COND-4542)

ashore and the various vessels at sea making the film.

Because of operational commitments, the RN suddenly had to withdraw its communicators and an appeal went out

to the Canadian ships for volunteers to help out. Two communicators each came from HMC Ships *St. Laurent*, *Saguenay*, *Assiniboine* and *Ottawa*. A short time later the gunnery expert

scheduled to fire a Second World War gun on the tug *Restive*, which plays a leading role in the film, was withdrawn and a second request for assistance was received by the RCN. After a few startled gunnery people had been asked if they had anyone who had ever fired a pom-pom, two men were located who remembered the gun from the Second World War. A naval photographer was also sent out to join the tug.

Although it was originally intended that the Canadians help in the production end only, Sir Carol decided to press them into service as extras for a panic scene in which the tug is fired on by an enemy submarine.

Included in the group of Canadians who donned duffle coats and steel helmets for the scene were the two ordnance personnel who fired the pom-pom, PO Leslie Alliker, and Ldg. Sea. William McLeod; the naval photographer who ended up on the other end of the camera, PO Robert Flack, and two communicators, Ldg. Sea. William McQueston, and AB Barry Larosé. The first three Canadian sailors are serving in the *St. Laurent*, while Ldg. Sea. McQueston is serving in the *Saguenay* and AB Larosé in the *Assiniboine*.

The film "Stella" stars William Holden, Sophia Loren and Trevor Howard, and is the story of the work of an ocean rescue tug in the Western approaches during the early years of the war.

Sea Cadets Become PT Instructors

The second class of Sea Cadet physical trainers has completed a successful course at the P&RT School in *Cornwallis*.

The course consisted of seven weeks of physical training, apparatus work and aquatics, plus taking part in PT displays throughout the district.

This class takes place every summer and consists of Sea Cadets across Canada from Newfoundland to British Columbia.

On completion of course each cadet that passes is presented with a certificate and Physical Instructor's badge and assists in the running of PT and recreational programs in his Sea Cadet Corps.

Eminent Naval Constructor Dies

An eminent naval architect and scientist who supervised many projects for the Royal Canadian Navy, Richard William Lewis Gawn, CBE, DSC, Royal Corps of Naval Constructors, died at his home in Gosport, England, on July 10. He was 63.

Page twelve



Shown here on graduation day are the members of Instructional Technique Class A-46, held at Stadacona between March 4 and March 22, 1957. (Left to right): PO D. F. Sheard, A/Cd. Airman H. Carter, Inst. Cdr. C. H. Little (Command Education Officer), Inst. Lt.-Cdr. R. L. Picard (OIC Instructional Technique), Inst. Lt. A. H. Gibson (course officer), PO M. L. Poisson. Back row: CPO K. S. Moyes, CPO R. F. Poulter, CPO J. V. Lauzon, PO D. A. Kurts, CPO G. R. Howe, PO J. H. Bell, CPO R. J. Houle, PO J. D. O'Donnell, CPO G. H. Squance, CPO R. M. Barkhouse. (HS-47673)

Dr. Gawn began his career as a shipwright apprentice at Portsmouth, served at sea during the First World War in HM Ships *Warspite* and *Malaya* and in 1918 was engaged at the Admiralty on the design and construction of armed merchant cruisers and minelayers.

His later career was summed up in the citation accompanying the award of the Froude Gold Medal of the Institution of Naval Architects, of which he was the first recipient last March. The citation told of Dr. Gawn's notable achievements and continued:

"It is outside the normal scope that Dr. Gawn's genius has been greatly displayed. It must be left to posterity to lift the veil of secrecy. Reference has been made to his work on contact, magnetic, acoustic and pressure mines; that done for PLUTO (Pipe lines under the ocean) is mentioned in our transactions. A novel form of breakwater for the Mulberry Harbour was developed with Dr. Gawn's help. And the new types of anchor that are now appearing have been influenced by Dr. Gawn's experiments at Haslar."

Leadership Courses Held

The end of August marked the completion of the summer reserve courses at the Leadership School, *Cornwallis*. Sea Cadet officers, reserve officers, wren officers, nursing sisters, chaplains

and CMR cadets made up the eight courses that completed the divisional course.

From Fort Chimo to Port Alberni, and from St. John's to Campbell River, B.C., 116 course members arrived from a vast variety of professions to undergo their naval training, in most cases giving up their two-week holiday period.

For the reserve courses, in general, this was their first experience with the Royal Canadian Navy and all course members entered into the activities of the program with enthusiasm and energy, utilizing the facilities of the New Entry Training Establishment to the fullest extent.

In addition to the regular syllabus of the courses, activities included: boat pulling, visits to HMCS *Buckingham* and historical sites in the area, recreational time at Raven Haven and a busy sports schedule.

Relics of HMS Fury Found in Arctic

Relics of HMS *Fury*, wrecked and abandoned on Somerset Island 132 years ago, were found by officers from the *Labrador* last week.

They were located by Captain Thomas C. Pullen, commanding officer, and Lt. Robert T. Murray, officer in charge of the ship's air group, during a helicopter reconnaissance of Fury Beach. The Arctic patrol ship was making an

oceanographic survey of Prince Regent Inlet at the time.

The helicopter landed on Fury Beach when a large anchor was sighted from the air. Near it were found five other anchors, two cannon, a pile of chain cable, a number of ice saws and 11 cannonballs. The area was littered with old tin cans, various bits of iron fittings, barrel hoops and rusted nails.

A representative selection of the articles was brought back to the ship to be given to the Arctic section of the Maritime Museum in Halifax.

HMS *Fury* was caught in the ice on Aug. 5, 1825, and abandoned after Captain Hoppner landed his stores on Fury Beach.

The 1829-33 Ross expedition wintered near Fury Beach after abandoning HMS *Victory* in the Gulf of Boothia.

Captain Pullen and Lt. Murray believe others have visited the site since then. They found several expended rifle cartridges and other evidence to support their belief.

Wrens Graduate At Cornwallis

Eleven wrens graduated on August 30 from an eight-week new entry training course at *Cornwallis*, and have gone on to other establishments to take specialist branch training.

Eight of the wrens were drafted to *Stadacona*, where six will take navigation-plot training at the Navigation School, and two will train as electrician's mates at the Electrical School. Two others went to HMC Supply School at *Hochelaga*, near Montreal, one for training as naval storeswoman and one as supply accountant. One communications operator will remain at *Cornwallis* for training at the Communications School.

Top UNTD Cadet From Western

Acting Sub-Lt. Ross Monroe, of the University of Western Ontario Naval Training Division was awarded top honours as the best UNTD cadet during summer training at *Naden*.

UNTD Cadets At West Coast

More than 200 naval cadets, representing every University Naval Training Division in Canada, have carried out their naval training ashore and afloat in the Pacific Command during the summer months.

The first of the cadets began arriving at HMCS *Naden* on May 2 and since then three frigates of the Fourth Canadian Escort Squadron, HMC Ships



Thirty-nine years ago a 16-year-old boy joined the Royal Navy. He could not have dreamed then that most of his naval career would be in the Royal Canadian Navy and that he would be the first in that navy to attain the rank of lieutenant-commander-at-arms. However, the un-dreamed came to pass and Lt.-Cdr.-at-Arms Wilfred E. Pember has proceeded on retirement leave after 28 years' service with the RCN. The picture of Boy Seaman Pember, shown here, was taken shortly after he joined the RN. (E-41421; E-41591)

39 YEARS OF SERVICE

THE FIRST officer in the Royal Canadian Navy to attain his rank, Lt.-Cdr.-at-Arms Wilfred E. Pember, MBE, CD, RCN, of Victoria, has proceeded on retirement leave after nearly 40 years of service with two navies.

Perhaps one of the best-known officers in the RCN, Lt.-Cdr. Pember was born in Herefordshire, England, on November 21, 1902, and entered the Royal Navy as a boy seaman in October 1918. He took his early training in the much-feared HMS *Impregnable* training ship and during the next ten years served in a battleship, three light cruisers, a submarine depot ship and a patrol vessel, in the Home Fleet, the America and West Indies Squadron and on the China station, as well as in establishments in the United Kingdom undergoing courses.

In 1929 he was loaned to the Royal Canadian Navy and in June 1931 he transferred to the RCN. A few months later he was drafted to the United Kingdom to qualify as a regulating petty officer, during which time he served in an aircraft carrier and a battleship.

On his return to Canada in June 1932 he was a regulating petty officer on the regulating staff at HMCS *Naden*, RCN barracks at Esquimalt, B.C. In 1935 he was promoted to master-at-

arms, and took charge of regulating duties at *Naden*.

In July 1940 he was promoted to warrant master-at-arms and became the first to hold that rank in the RCN. Two months later he was appointed to HMCS *Stadacona*, RCN barracks at Halifax, in charge of regulating duties. In 1942 he was promoted to commissioned master-at-arms. He was granted the acting rank of lieutenant-at-arms, and appointed in charge of regulating and as officer-in-charge of the Shore Patrol Training School. He was confirmed in the rank of lieutenant the following year.

In January 1948 Lt.-Cdr. Pember was appointed to HMCS *Naden* as regulating officer and officer-in-charge of shore patrols, and in May 1952 he was promoted to his present rank of lieutenant-commander-at-arms.

Lt.-Cdr. Pember was awarded the MBE in June 1943 for "unfailing devotion to duty".

A devoted worker in the interest of the Royal Canadian Naval Benevolent Fund since its inception, he was again elected one of its directors in 1957.

Lt.-Cdr. Pember was married in 1932 to Miss Catherine Susanna Beaumont, of Herefordshire, England. They have three daughters.

Sussexvale, *Ste. Therese* and *New Glasgow* have carried out three cruises for the UNTD personnel. The first cruise lasted until June 10. The two other cruises took place during the periods June 17 to July 22 and July 29 to September 1. Ports in the U.S., Mexico and Hawaii were visited.

Approximately 70 cadets were embarked in the ships for each cruise, their training while afloat being supervised by Lt.-Cdr. Peter Hinton, sea training commander, and by a sea training officer appointed to each of the three ships. Lt.-Cdr. J. O. Pearson, cadet training commander at *Naden*, was in charge of the cadet training program.

Messages from Past in Cairn

A link with other Canadian ships that have helped to make Arctic history was forged in August by *HMCS Labrador* as she began her successful endeavour to find a safe Northwest Passage for deep draft ships through Bellot Strait, between Boothia Peninsula and Somerset Island.

On August 23 Hydrographer Stewart Dunbrack of Dartmouth, N.S., found a cairn on a hill about half a mile from Fort Ross, abandoned Hudson's Bay Company post at the eastern entrance to the strait. The cairn, a pyramid of rocks, protected six bottles containing messages.

The earliest dated message was written by passengers of the Hudson's Bay Company supply vessel, *RMS Nascopie*, on meeting the HBC supply ship *Aklavik* after the latter's transit of the strait in September, 1937.

Another message was signed by Sgt. (now Superintendent) H. L. Larsen, master of the RCMP vessel *St. Roch*, and dated September 1, 1942. It recorded the schooner's voyage of that year, completing the Northwest Passage.

Other messages were written by Hudson's Bay Company personnel, by RCMP men stationed in the area, and by the crew of the Hudson's Bay



A helping hand from naval bandman Ord. Sea. Gary Calder proved to little Billy that there was more to playing a drum than meets the ear. On September 4 members of the famed *HMCS Naden* band, 42 strong, visited the Queen Alexandra Solarium for crippled children and presented a one-hour concert. After the show, members of the band distributed candy to the youngsters. The concert was under the direction of Lieut. (SB) Stanley Sunderland, assisted by CPO Harry Bate-man. (E-42577)

Company schooner *M. B. Seal*, which also passed through the strait.

Before leaving the Bellot area, Captain Thomas C. Pullen, commanding officer of the *Labrador*, and the captains of the United States Coast Guard ships *Spar*, *Storis* and *Bramble* left in the cairn a report of their current operations.

Veteran of Two Navies Dies

Veteran of 32 years in the Royal Navy and Royal Canadian Navy, Lt. Harry G. Holmes, 55, died at *Naden*

Hospital on August 9. Funeral services with full naval honours were held in St. Andrew's Chapel, *Naden*, with Chaplain Douglas Fuller officiating.

Lt. Holmes enlisted in the Royal Navy when he was 17, and served for 14 years before coming to Canada. He was with the RCMP marine section for six years, and joined the RCN at the outbreak of the Second World War.

He is survived by his wife, Marjorie, and daughter, Clare Margaret, two brothers, Maxwell and William Holmes, and two sisters, Mrs. Daphne Gow and Mrs. Joyce Keningale, in England.

Physician, Why Heal Thyself?

One of the inducements offered to qualified medical practitioners to apply for commissions in the South African Medical Corps, Permanent Force, is (quote):

"Free medical attention for the member and (if married) his family . . ."

The words appear in a Department of Defence notice published in "Commando", the South African services magazine, August 1957 issue.



A pencilled impression of Godthaab, Greenland, by Cdr. C. A. Law, executive officer of the *Labrador*.

VISIT TO GODTHAAB

(HMCS *Labrador* visited Godthaab during the summer with H. F. Feaver, Canadian Ambassador to Denmark, and Eske Brun, head of the Danish Government's Greenland Department, who had embarked in the Canadian Arctic patrol ship for passage from Narsarsuak to Godthaab.)

GODTHAAB is a little town by most standards and yet it is the largest community on the immense island of Greenland. Very few Canadians have been there although it is the capital of one of Canada's closest neighbours.

The *Labrador* this summer paid a visit to Greenland and Godthaab and we were very impressed with this mighty, little town. It possesses the vigour we Canadians associate with our own recent development and it has the warm hospitality found in our prairies, all enhanced with a scenic beauty difficult to match anywhere in Canada.

While Greenland belongs to Denmark and many of the island's immigrants are from there, Canada has provided her share of Greenland settlers, for the first of these were Canadian Eskimos, believed to have lived a nomadic life on Greenland more than a thousand years ago.

Perhaps the most interesting feature of these people is the degree of inter-marriage, resulting in a people ranging

through all degrees, from pure Dane to pure Eskimo. In daily conversation there are no Eskimos and no Danes. All who were born there have the right to call themselves Greenlanders, a right they proudly exercise.

Although Godthaab has a population of only 2,000 and is on a latitude with Baffin Island, it has electricity, modern homes and apartment buildings, a hotel and well-stocked shops—in fact most of those things we consider essential to the modern way of life.

The *Labrador's* visit was not just another friendly call by a neighbour. The ship had on board the Canadian Ambassador to Denmark and the traditional ceremony for such a visit was not missing, with a formal salute being fired, a guard paraded and all those formalities observed which you might expect of any capital city.

It is difficult to believe as you walk down the main street of this modern town that Greenland is a country consisting of more than 90 per cent perpetual ice, yet you have only to go a few miles inland to see the giant ice cap stretching away into the haze. Your imagination is staggered when you are told that the ice is more than 10,000 feet thick in places.

The mountains which surround Godthaab range up to 4,000 feet in height

and are visible from all points as there is no foliage to screen one's view. All around in the summertime there are beautiful wildflowers in a rainbow of colours, set off by the green grass, blue sky and majestic, sharp mountain peaks.

Some day Greenland may well attract tourists the year round. There is excellent skiing in the winter, enjoyed in a climate which is warmer than many of the populated parts of Canada. In the summer there is fishing and hunting with plenty of wild fowl or polar bears to satisfy the hunter. And you need never suffer from the summer's heat, for you can always find shade in the shadow of the icebergs of which there is an endless parade wending their way down to the open sea from the glacier where they were "calved".—B.F.A.

LABRADOR PRAISED FOR NORTHERN WORK

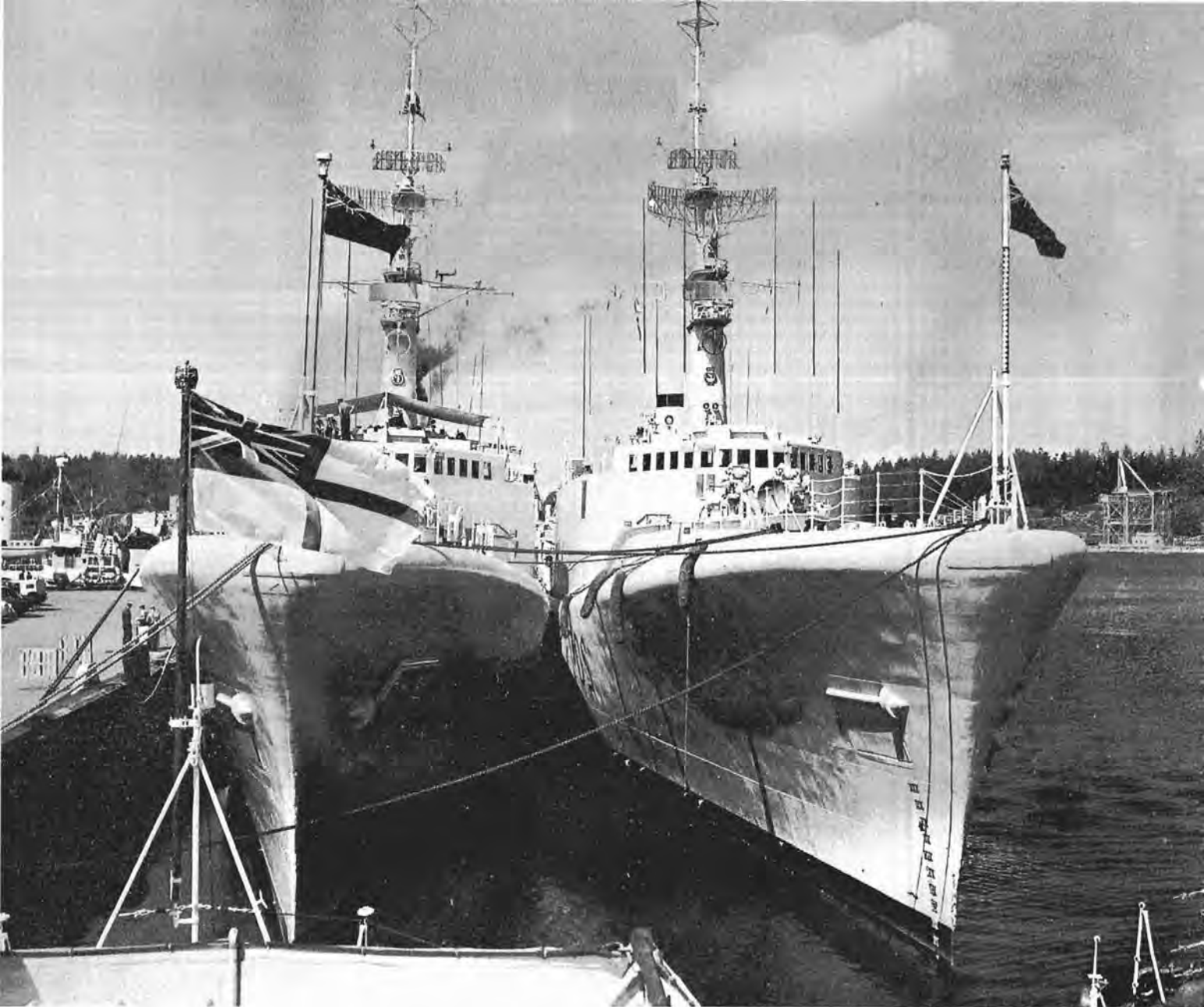
Official congratulations were sent to the Arctic patrol ship *Labrador* on the establishment of two vital new deep-draft ship passages in the Canadian Arctic.

The most recent notable passage made by the *Labrador* occurred late in August when she became the first deep-draft ship to sail through Bellot Strait, between Somerset Island and Boothia Peninsula, thus establishing an alternate eastward escape route for ships operating in the central and western Arctic.

The earlier passage was between Resor and Pike Islands in the upper reaches of Frobisher Bay, at the south-eastern end of Baffin Island. Its discovery and survey by the *Labrador* provides a deep-draft channel into the head of Frobisher Bay, an important anchorage and assembly point for Dew Line ships. Previous routes past the islands were hazardous and more devious.

The Naval Board of Canada had praise for both of the *Labrador's* exploits in its message to the *Labrador*. The Naval Board's message, despatched from Ottawa, commended the *Labrador* on the transit of Bellot Strait and added: "The continued meeting of assigned tasks and undertaking of unassigned projects of such significance as the survey of Frobisher Bay reflect great credit on the officers and men of HMCS *Labrador* and their civilian collaborators."

Two United States Navy admirals also sent their appreciation of the *Labrador's* work.



Twin sisters so nearly identical that an error in names might be forgiven by anyone except those who sail them, the Skeena and Fraser are shown as they met for the first time under the White Ensign at Esquimalt. Even with pennant numbers obscured there are solid clues to identity in the ships' badges affixed to the masts. Keen eyes will detect other differences. Unless someone has switched the badges, the Skeena is outboard at the left in the picture. (E-42340)

From Vice-Admiral John M. Will, Commander of the Military Sea Transportation Service, went the following message:

"Again I am pleased to send *Labrador* my congratulations and another well-done. Your transit of Bellot Strait without incident is one more forward step in the establishment of the existence of a deep-draft exit so important in Arctic re-supply of Canadian and U.S. defence efforts."

Earlier, in describing the Frobisher Bay passage, Vice-Admiral Will had referred to the *Labrador's* "outstanding operations in developing the Arctic sea lanes". He said: "Use of this deeper, wider, straighter and safer channel will greatly facilitate shipping into this port

where previously known approaches have been difficult and hazardous.

"The Military Sea Transportation Service realizes more than anyone else the great significance of your contribution to safer navigation in this area since we have had two very serious and costly groundings in Frobisher Bay."

Rear-Admiral Roy Gano, Commander of Task Force Six of the Atlantic Arctic Task Force of MSTs, under whom Captain Pullen is task group commander for the Bellot Strait operation, also sent messages of congratulation on the two passages. Of the Bellot Strait success he said:

"The first deep-draft passage of Bellot Strait will be marked in history and adds yet another feather in the well-

decorated cap of HMCS *Labrador*. Well done."

Of the Frobisher Bay passage, Admiral Gano said:

"The charting of the channel between Pike and Resor Islands by HMCS *Labrador* removes a major hazard to ships transmitting Frobisher Bay. Your discerning the need, and seizing the opportunity while accomplishing assigned duties and coping with unseen operational problems was a very fine example of initiative, resourcefulness and professional competence, reflecting great credit to the Royal Canadian Navy.

"Please convey my appreciation and congratulations to your officers and men. Well done."

THE MEANING OF SPOTS ON THE SUN

They Raise Problems, but Don't Be Alarmed

THE GREAT INCREASE in publicity concerning disturbances of the sun (solar flares, sunspots and magnetic storms) this year may have given rise to some doubts as to the reliability of Old Sol.

Some day, we are told, when the sun has exhausted most of its available supply of hydrogen fuel, it will suddenly flare up and engulf the world and the other planets in searing flame, ending forever the interesting experiment known as life. An eminent scientist is said to have offered the consolation that this event is several billions of years away and, in any case, the sun is only a minor star among the myriads in the universe.

The present happenings on the sun are of interest to astronomers, to radio communicators and to students of the earth's magnetism and cosmic rays. Because the International Geophysical Year, during which such phenomena are receiving special study, is in being, the sun's vagaries are receiving a lot of attention they did not receive in past periods of solar activity.

The navies of the world are particularly interested in the effect of solar flares on radio reception and transmission. They would like to know why long-distance transmissions are suddenly blanketed on one occasion and reach for extraordinary distances on others. Of lesser concern, now that gyro compasses are almost universal in ships at sea, are the magnetic effects of solar storms.

During the huge NATO exercise Strikeback radio communications of the massed fleet of powerful warships were seriously upset by an intense magnetic storm, of which there was visual evidence in the Aurora Borealis that wavered and flickered across the Arctic sky at nights.

Military correspondent Hanson W. Baldwin, of *The New York Times*, reported that he had "never seen an exercise in which a fleet was blacked out for so long a period and when communication delays were so frequent. Even short-range communications to Norway and within the fleet were subject to considerable delays".

Mr. Baldwin felt that part of the problem was due to overdependence on the teleprinter, whose messages may be garbled at times when it is still possible to read Morse code. He remarked

that the visual signalman's rating, which had been abolished in the USN, had lately been restored, but the old skills in flashing lights and semaphore and flag signals had not yet been regained.

With a view to restoring the perspective on the subject of solar activity, the Admiralty has issued a statement on behalf of the Royal Greenwich Observatory, which says:

IT HAS BEEN known for over a century that solar activity rises and falls in an approximately 11-year cycle. By 1850 it was also realized that the sun strongly influenced the variations in the earth's magnetic field, the activity of which closely follows the solar cycle.

The most obvious manifestation of the sun's activity is the appearance of sunspots. These are small disturbed areas on the sun which, being cooler than the adjacent surface, show up by contrast as dark spots. The life of a sunspot may be anything between a few hours and several months.

The sun rotates about its own axis in just over 27 days (as seen from the earth) and so a spot lasting for a passage of the disk will be seen for about a fortnight.

Sunspots vary greatly in size and frequency during the solar cycle. At times of minimum activity, the sun may be spotless for as many as 200 days in a year, while at maximum there may be more than 20 groups visible at once, many consisting of several individual spots.

The larger groups are easily visible to the naked eye when the sun's light is cut down by fog or when viewed through a dark glass.

Solar flares are short-lived, sudden increases in the intensity of the surface brightness in the neighbourhood of sunspots and can be normally seen only in the light of particular wavelengths, for example, the hydrogen line in the red part of the sun's spectrum.

Flares are very common at peak solar activity, the frequency even rising to an average of a flare every two hours for considerable periods.

Most flares are small and of short duration, having a life lasting a quarter of an hour or so. The individual influence of such a flare is negligible, but in the case of big flares (the longest-

lived of which have lasted about seven hours) their ultraviolet radiation affects the ionosphere, or electrically charged layers lying some 80 miles above the earth's surface.

As radio waves are reflected by the ionosphere, disturbances caused by solar radiation interfere seriously with radio communications. These sudden short-wave fadeouts are coincident with flares (this has been known for more than 20 years), but there is also a secondary effect which may occur a day or so after a large flare due to a stream of corpuscles (electrified particles) from the neighbourhood of the flare reaching the earth.

If sufficiently intense, the effects give rise to world-wide magnetic and ionospheric storms which may last for a few days and cause serious and prolonged disruption of radio communications.

At any maximum of the solar cycle, therefore, continued periods of fairly frequent disturbances can be expected.

The International Geophysical Year has been timed to coincide with such a period of activity so that the effects on the earth can be assessed.

The disturbances at the beginning of July and September were caused by several medium sized sunspot groups and associated large flares.

Although the sun was very active at these times, its behaviour was consistent with what can be expected at such a period, and it should be borne in mind that the present cycle has so far produced no sunspot group reaching even half the size of the giant group which crossed the sun's disk in April 1947. This group, although the largest recorded since the Daily Greenwich records began in 1874, amounted to no more than 0.007 of the sun's visible hemisphere.

In spite of exaggerated reports since the beginning of the International Geophysical Year, no flare has been observed exceeding that of July 1946 in size. The most outstanding event of the present solar cycle was the flare of February 23, 1946, which caused an unprecedented increase in cosmic radiation.

As the sun is at or only just past, its maximum activity, the recurrence of disturbances similar to those recently experienced cannot be regarded as exceptional.

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS *New Glasgow*

An interesting presentation took place on the *New Glasgow's* quarterdeck on the occasion of the Queen's Scouts of British Columbia taking passage from Victoria to Vancouver.

The *New Glasgow* had carried the Queen's Scouts from the mainland to Victoria for their annual presentation of Queen Scout badges by the Lieutenant Governor of British Columbia. Obviously the scouts enjoyed PO Don Cambridge's galley fare, for on the return passage a most thoughtful gift in the form of a silver salver was presented to the ship.

The presentation was made by Queen's Sea Scout Peter Carroll of West Vancouver, B.C. The salver with a Boy Scout's badge mounted in the centre is engraved "HMCS *New Glasgow*—Thank You—B.C. Queen's Scouts, 1957".

In return the captain, Lt.-Cdr. J. W. Buckingham, presented the Queen's Scouts with a replica of the ship's badge and a plaque to mark the occasion.

Personnel in the *New Glasgow* were most impressed with the conduct and good cheer of this group of young Canadians. The total impression was that Colonel G. W. Smart, CD, RC Signals (Ret'd), scouter in charge of the contingent, and his assisting scouters, had a pretty smart "ship's company".

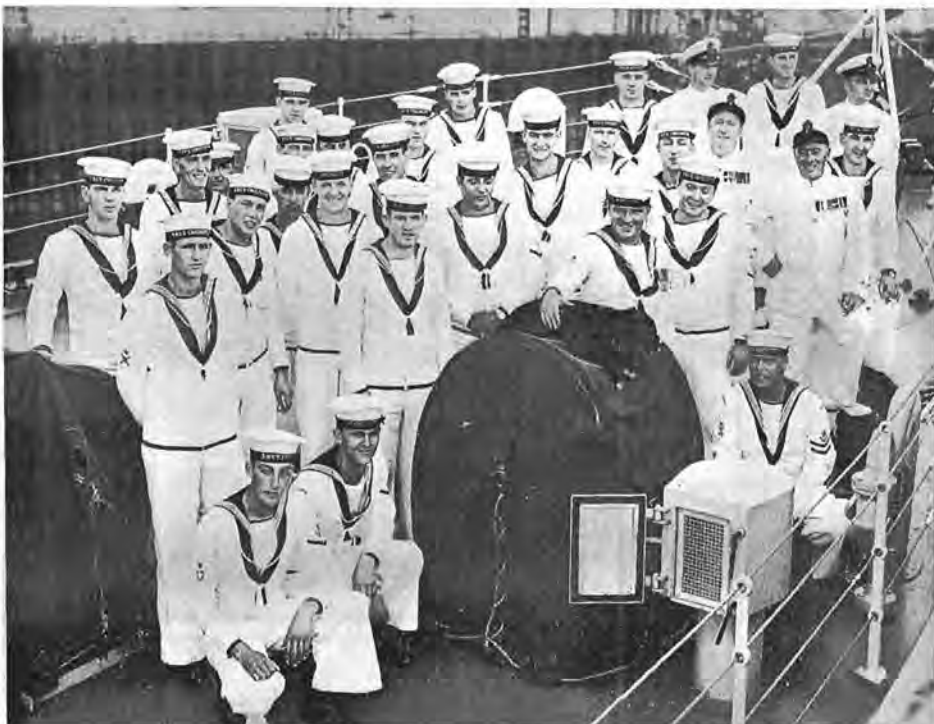
ATLANTIC COMMAND

HMCS *Fort Erie*

The *Fort Erie* returned to Halifax on August 30, on completion of the third and last UNTD cruise (East Coast) for 1957.

Proudly hoisted above the pilotage position were three "Cocks-o'-the-Walk", the trophies awarded each cruise for the ship that scores the highest aggregate total points for ship's company and cadets' regatta, track and field and sports events—and a broom at the masthead, denoting a clean sweep for the second year in succession.

Since re-commissioning at Sydney, N.S., in April 1957, the *Fort Erie* has made six UNTD cruises to Europe, with calls at London, Antwerp, Arcachon, Lamlash, Invergordon, Milford Haven,



HMCS Chignecto, another in the construction program of 20 coastal minesweepers, was commissioned August 1 at Lauzon, Que. The band of the Royal 22nd Regiment provided the music for the occasion and a guard was mounted by D'Iberville. The ship's company (negative dutymen but including the mascot, "Spike") gathered for a souvenir photo on the forecandle after the ceremony. (ML-5893)



His Worship Mayor Leonard A. Kitz of Halifax presents a mural to the *Bonaventure* shortly after the ship arrived. The painting, by Joseph Purcell, Lunenburg, will be hung in the men's cafeteria. The gift was accepted on the ship's behalf by the commanding officer, Captain H. V. W. Groos. (HS-48967-68)

Leith, Amsterdam, Bergen and Rothesay. In addition, she has made a number of other training cruises with Maritime Warfare School classes, JOTLC navigation classes, TAS training classes, etc., and she called at Charlottetown, P.E.I., St. John's, Nfld., Savannah, Georgia, and Bermuda. She steamed more than 50,000 miles in so doing. Usually the frigates *Lanark* and *Lauzon* have been in company.—J. de B.

HMCS *Ottawa*

Although July and most of August was a period of quiet activity, consisting mainly of leave, the early summer months saw the ship partaking in more strenuous employment.

On returning from a spring cruise, the ship took part in Exercise "New Broom VII", and, five weeks later, in Exercise "Coldgulf". In between these exercises the *Ottawa*, with the Senior Canadian Officer Afloat (Atlantic), Captain D. W. Piers, embarked, and the *Assiniboine* participated in the International Naval Review at Hampton Roads, Virginia. The two ships represented Canada as one of the 28 participating nations. Daily, both ships landed a sunset guard which, in company with the band from *Stadacona*, thrilled thousands of spectators who had thronged into the Norfolk area to visit the Jamestown Festival.

On June 6, whilst at sea, Captain D. W. Piers, and Cdr. C. R. Parker entertained nine crew members who had taken part in the D-Day operations 13 years before. Varied, indeed, were the recollections of that memorable day.

During the summer, the ship played host to several organizations visiting



One of the most popular features of the Regina Exhibition throughout the years has been the Travellers' Day parade. This year HMCS *Queen* joined in the fun by entering a 40-foot "Neptune's barge". Male personnel took the roles of King Neptune and his attendants and the exceedingly decorative mermaids were drawn from the ranks of the wrens. (Photo by West's Studio.)

the Atlantic Command, including a trip to sea for NATO journalists, and the combined military attachés from Washington and Ottawa.

The ship's softball team, which has enjoyed an enviable record in the First and Third Escort Squadrons, was looking forward to even greater success before the season ends.

During the last few months the "clearance diving bug" has bitten a number of enthusiasts on board. With

four officers and two men qualified in Clearance Diving (Ships) and 12 men awaiting course, the appearance of frogmen in and around the ship is not an uncommon sight.

Now that a helicopter platform (ex-*Buckingham*) has been fitted, the ship awaits the fall cruise and the North Atlantic weather that one associates with such cruises.—M.R.

HMCS *D'Iberville*

The commanding officer of *D'Iberville*, Cdr. J. M. Favreau, sat on the *Venture* board from July 2 to 12.

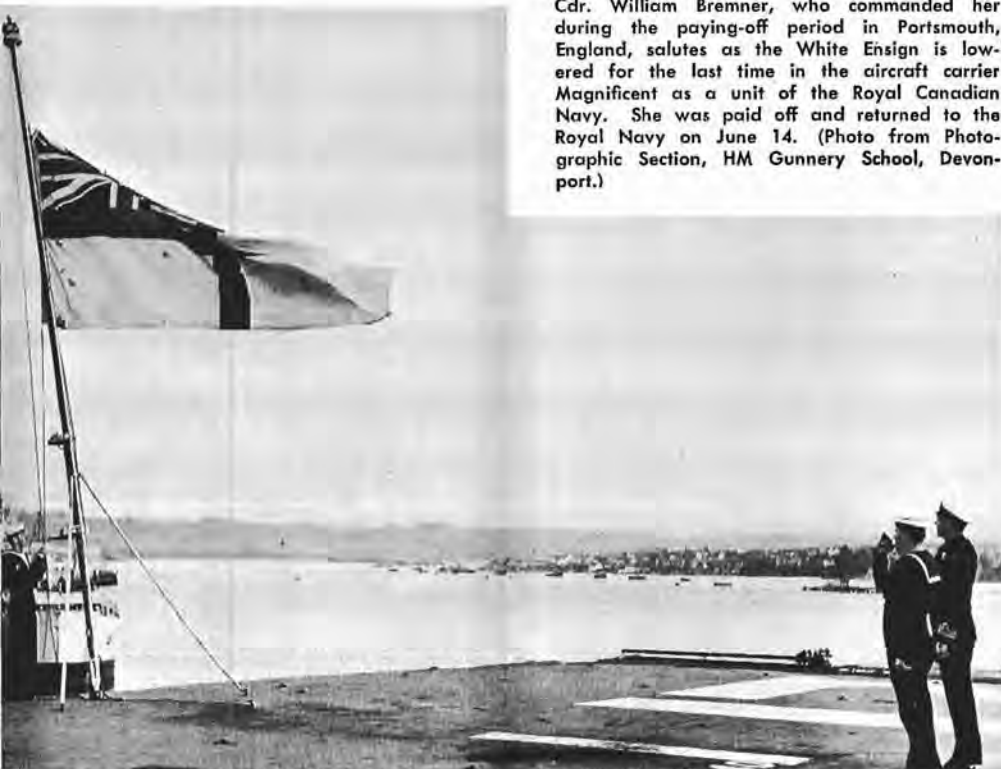
Lt. (S) L. A. Clarkin was appointed from *D'Iberville* on July 2 to assume new duties in *Stadacona*. He was relieved temporarily by PO J. E. Brown who came from the *Huron* on June 6.

The French frigate *l'Aventure*, under the command of Capitaine de frégate Lebourlier, visited Quebec City from July 2 to 6. The usual courtesies were exchanged.

Quebec City was the port of call for the USN Midshipmen Cruise "Charlie" from July 17 to 21 sixteen American ships including a cruiser, 14 destroyers and an oiler under command of Rear-Admiral L. R. Daspit in USS *Des Moines*, berthed at Wolfe's Cove with their ships' companies of 280 officers, 1,115 midshipmen and 3,900 enlisted men.

D'Iberville paraded a guard of honour when Rear-Admiral Daspit called on

The last sunset on board the "Maggie". Cdr. William Bremner, who commanded her during the paying-off period in Portsmouth, England, salutes as the White Ensign is lowered for the last time in the aircraft carrier *Magnificent* as a unit of the Royal Canadian Navy. She was paid off and returned to the Royal Navy on June 14. (Photo from Photographic Section, HM Gunnery School, Devonport.)



Commodore Paul Earl, SNO Montreal, who acted as host to the American ships. Everything was done to entertain our visitors and their stay in Quebec was a happy invasion of all the facilities the city can offer.

After the warships had departed, the following message was received from Admiral Daspit:

"The warm hospitality and genuine friendliness shown all members of Midshipmen Cruise 'Charlie' during our stay in Quebec reflects the splendid relationships that have always existed between our two countries. We had a fine time and are greatly indebted for the many kindnesses received. Sincerest thanks. Au revoir."

On July 24, new entries from *D'Iberville* went to Ste-Anne de Beaupre shrine for the annual pilgrimage of the establishment. Their presence enhanced the piety of thousands of devouts attending the novena in preparation for the feast of the patron saint of sailors on July 26.

HMC Communication School

On August 29 Class Alfa 3, the third class of Reserve officers to qualify as "little c" specialists, graduated on suc-

A dinghy sailing race, staged by the Royal Canadian Navy Sailing Association (Hamilton branch), was one of the highlights of Navy Day at the Hamilton naval centre. A comic crew showed the large crowd how not to sail a boat. The two zanies struggling to get way on their dinghy are in real life, Lt.-Cdr. (S) J. P. Jordan, supply officer, Patriot, and Lt.-Cdr. A. A. (Tony) Turner, on the staff of the Flag Officer Naval Divisions. (COND-4521)



Page twenty

cessful completion of an intensive ten-week course. The course covers a major part of the "long C" syllabus.

The following were the officers in the class: A/Lt. T. R. Denton, Halifax; A/Lt. (W) B. A. Morrison, Ottawa; A/Lt. E. C. Boychuck, Saskatoon; Lt. A. Tardif, Quebec; and Lt. J. C. Maydew, Halifax.

They are to be commended in spending the summer gaining this very worthwhile qualification.

During August, two Trade Group One classes, CR 108 and CV 93, graduated after 28 and 19 weeks, respectively, on course. Top men were Ord. Sea. R. Manson, in CR 108 and AB J. Clark in CV 93.

Class CV 94 won the Matheson Cup for the month of August and will have its name inscribed on the trophy as a permanent record of its merit and skill at flag hoisting and mast drill.

This cup for competitive flag hoisting was presented by Cdr. P. Matheson, Royal Navy, one-time training commander at the Communication School when it was situated at St. Hyacinthe, Que. Its purpose is to maintain a high standard of communication by flags and is competed for each month by CV classes on course.

Arresting Gear Saves Aircraft

Largely improvised from materials at hand, emergency arresting gear installed on a runway at *Shearwater* has proved itself a real money-saver.

The arresting gear consists of two wires stretched across the runway and raised about six inches above the ground by crescents made from old automobile tires. The ends of the wires are secured to two lengths of anchor cable to give the necessary weight to the mechanism.

The gear proved its worth last May when Lt.-Cdr. H. J. Bird and Lt. E. D. Francis were bringing in one of Squadron 881's new Tracker anti-submarine aircraft in which the brakes were lost due to hydraulic failure.

The landing, which could have involved both pilots and plane in a spot of trouble, proved relatively simple. The tail hook was dropped, snagged the arrester wires and brought the aircraft to an abrupt but safe stop.

The pilots afterwards estimated that, if the aircraft had run wild along the runway, a crack-up doing as much as \$50,000 damage could have resulted.

NAVAL DIVISIONS

HMCS York

During presentation night at *York* recently three reserve sailors were presented with Canadian Forces' Decorations; *York's* reserve air squadron was given an efficiency award; the chief and petty officers' mess was presented with a plaque from England; and the "man of the year" award was given.

The presentations were made at the regular drill night of Toronto's reserve navy division.

Lt.-Cdr. James Morris, the first lieutenant-commander of the ship, was presented with the Canadian Forces Decoration by Commodore R. I. Hendy, Senior Naval Officer Toronto. Lt. (E) T. F. Stephens and PO Gordon Spiker were presented with medals as well.

Lt.-Cdr. Derek Tissington, commanding officer of VC 920, the reserve air squadron, was presented with a \$40 cheque, representing the annual award made from the Herbert Lott Naval Trust Fund given to the most efficient unit of a naval division.

Rear-Admiral Kenneth Adams, Flag Officer Naval Divisions, Hamilton, sent his congratulations. "The squadron is to be congratulated for its achievement in attaining this award," he said.

The chief and petty officers' mess was presented with a plaque from HMS *President*, London, England. This follows a similar presentation to *President* some months ago, by the reserve sailors at *York*. It was originally made



A treasure trove of historical photographs of the early Royal Canadian Navy has come from G. F. Bennett, former Chief Stoker, who is employed as stationary engineer at HMCS York, the Toronto naval division. He found them in 1946 when he was clearing out the old Chief and POs' Mess in the Auto Show Building at the CNE, wartime quarters of York. In the trash was a packet of faded brown photographs, dating back to the early days of the First World War. Mr. Bennett recently passed them on to The Crow'snest. Most of the pictures were concerned with HMCS Niobe, cruiser, or HMCS Grilse, torpedo boat destroyer. The above scene shows the coaling of the Niobe at Halifax around 1914-15. Notice the band at the right. The Niobe's bunkers ordinarily held 1,000 tons of coal, but space could be found on board for 2,000 tons. (CN-3263)

to foster goodwill between the two ships.

CPO Frank Hopkins was awarded a silver tray as the "Man of the Year" at York. Mrs. R. I. Hendy, wife of Commodore Hendy, made the presentation. Mrs. George Huffman, president of the Women's Naval Auxiliary, which has presented the award for the past 10 years, was in attendance.

On September 6 the USS *Worland*, a PCE attached to the Great Lakes Training Squadron in Chicago, visited Toronto and York. The vessel was commanded by Lt. (JG) Fryberger and had a compliment of 9 officers and 75 men. The *Worland* was on a regular training cruise, half her crew being reservists.

While in Toronto many of the crew visited York and the information de-

partment of York arranged for press and TV to cover the visit.

On Saturday and Sunday of the visit open house was held and many Torontonians visited the ship.

HMCS Queen

The Regina naval division's contribution to this year's Travellers' Day Parade, an annual event held in conjunction with the Regina Provincial Exhibition, was most unusual this year.

One does not expect to see a 40-foot ship bearing King Neptune and his retinue, performing the crossing the line ceremony, steaming down Albert Street where only "prairie schooners" have sailed heretofore. However, *Queen* accomplished that.

Credit for this achievement goes to shipwright PO D. Pettinger and Lt. (E)

Grant Budd, who engineered the project, and the many helping hands who participated in the parade.

The simulated ship was mounted on the three-ton truck, and a "low-bed" trailer graciously loaned by Saskatchewan Area Army Headquarters.

King Neptune, complete with trident, was played by Lt.-Cdr. W. B. McGregor, Staff Officer (Administration), and his winsome bride, seaweed skirt and all, by Sub-Lt. Hugh Borland. With the able assistance of the "bears", and barber they made the crossing the line ceremony a huge success.

The lovely mermaids, all members of *Queen's* wren division added greatly to the audience's appreciation of the rigours of life at sea, and it is not anticipated that the "press gang" will ever be required in Regina—A.R.S.



Members of an RCN clearance diving team prepare to survey the approaches to a military base on the east coast of Baffin Island during the 1957 Arctic resupply operations conducted by the U.S. Navy's Military Sea Transportation Service. The Canadians, from HMCS Labrador, were based in the USN icebreaker Edisto for the operation. They are not identified. (Official U.S. Navy Photograph.)

DIVING IN ARCTIC A CHILLY TASK

RCN Frogmen Explore and Clear Northern Beaches

Royal Canadian Navy frogmen operated from the U.S. Navy icebreaker Edisto for a period this summer during the annual resupply of DEW Line stations in the Far North. In the foreground, they set up a tide gauge near a landing site on the east coast of Baffin Island, with the Edisto in the background. Tidal range is an important factor in determining landing sites for the unloading of supplies brought north during Arctic resupply operations conducted by the USN's Military Sea Transportation Service. (Official U.S. Navy Photograph.)

THE *LABRADOR* carried a seven-man diving team into the Arctic this summer.

The divers are jacks of all divers' trades. They are normally employed in Halifax where they may dive in the standard deep-sea dress—the traditional diver of old, inspecting and repairing wharfs, carrying out repairs on ships' bottoms and so on. Or they may practise the art of searching for ground mines in case of war. For this role they are trained in "self-contained swim diving", which results in them being known as frogmen.

It is in the frogman role they are employed in the Arctic, sometimes swimming under the ship to inspect suspected damage or to seal some of the many openings the ship needs underwater for cooling her powerful engines. This latter is sometimes necessary if an internal valve becomes defective. Normally a ship with this difficulty would have to go into a dry-dock. This is of course not possible for a ship operating in the Arctic.

Most frequently the divers are swimming on beaches like so many other Canadians in the summer, the difference being these northern beaches are often covered with ice and the water



is a cool 29 degrees—about the freezing point of sea water.

Beach swimming in ice is necessary to find safe landing sites for landing craft that invade the Arctic during the latter part of July and August. Often large boulders and pinnacles of rock must be blasted. Before their job is done in the fall, the frogmen will have searched and cleared about 15 beaches from Newfoundland to well beyond the Arctic circle. This year they opened the season by working in Newfoundland and Labrador, for the most part in heavy ice. As the ice moved south out of the Arctic they worked their way further and further north.

This is the third year Canadian naval divers have gone into the Arctic. Some of the divers this year had made the trip before and volunteered for a second season. These veterans of the north included PO N. H. Mitts, PO Francis MacArthur and Leading Seaman H. R. Finlay.

This was also the second trip for the officer in charge, Lt.-Cdr. B. F. Ackerman. The newcomers: PO P. J. O'Neil, PO B. H. Dillistone and AB L. V. Patcherson are now well initiated into the Walrus Club of HMCS *Labrador*.

The natives of one Canadian village are still shaking their heads about an event that disturbed their normal quiet summer evening. A helicopter appeared in the sky from seaward, circled and came gently down near the main street and out stepped a man in a frogman suit, changed his crash helmet for a swim mask and strode gaily into the



A team of RCN frogmen take soundings of water at a military site on the east coast of Baffin Island while operating from the U.S. Navy icebreaker *Edisto* this summer. (Official U.S. Navy Photograph.)

ice-choked harbour. At about a thousand feet from the beach, he climbed onto an ice flow to get his bearings. At this point a few who hadn't seen the arrival of the helicopter did a double take when they looked from their front windows. It was the diving officer having a preliminary look at the beach.—B.F.A.

RETURN TO ELBA

LAST YEAR, early in July, the *Labrador* visited a lonely little island east of Baffinland in the Canadian archipelago. We shall call the island Elba, for that is not its name.

Pogo, the ship's sound boat, was lowered and *Pogo* and the *Labrador* ran lines of soundings and did a hydrographic survey while navy divers made sure the beach was clear of all obstructions, in preparation for the freighters which would come later in the year to deliver supplies to the DEW Line site under construction ashore.

On the beach, foundations were laid for an oil storage tank above the beach. Where 800-foot cliffs culminated in a rocky plateau, a construction camp of Atwell huts and sheds had been erected.

When her task was finished and the *Labrador* left, Elba was still a lonely, barren little island.

In July 1957, when the big white ship returned to Elba, to complete her

soundings and hydrographic work, she found there had been some changes made. On the beach stood a gleaming, silver storage tank. Above it, almost at the edge of the grey cliffs, stood the great black microwave units looking like three large drive-in theatre screens standing close together. Strange domes, radar antennae and radio aerials sprouted skyward, and grouped about them were the living quarters of the radar station's staff.

One of the *Labrador's* jobs this year was to go out again through the ice-fields off the coast to aid an old friend, the U.S. Navy's ice-breaker *Edisto*, to escort cargo ships bringing more supplies. In they came, three of them heavily laden and low in the water, hanging on the heels of the broad-beamed ice-breakers who shouldered the ice roughly aside. Soon the cliffs rang to the rattle and clank of the booms. Landing craft scuttled between

ships and shore, engines snorted and roared. Helicopters flitted to and fro like giant dragonflies. Even the weather co-operated with clear skies and light winds.

Out of the gaping cargo holds came box after box and crate after crate of supplies and equipment, into the boats, to the beach, out of the boats and into the places made ready beforehand. At night, or in the dim twilight which passes for night at this season, lights twinkled, a line of them on the beach; and on the cliffs shone the lights of the station itself, in the huts and the sheds, and the red beacons atop the high towers. Elba, for a few short days, was doing the business of a large seaport.

Meanwhile the *Edisto* and *Labrador* got together as old friends will. In the calm harbour, the *Labrador* closed the *Edisto*, her foc'sle abreast the other's stern. The American ship's starboard crane was then used to transfer some radar beacons from her flight deck aft to the *Labrador's* cargo hold forward. Men of both ships worked side by side to get the job done. There would be time afterwards for visiting, the renewing of old acquaintances and making new friends, an exchange of views on doings past and present, and future, too. And as they lay side by side, these two shepherds of the little fleet of merchantmen, the clanking and the roaring of machines and the cries of the



The Bonaventure entered a float which gained third prize for its originality in the Lord Mayor's parade last spring in Belfast. The RCN entry included the ship's band. The Bonaventure float, depicting buck-skinned Ulster pioneers with Indians of early Canada, is shown in the parade. (BN-792)

men who drove the machines went on through the Arctic dusk.

In the silent hours, as the twilight became the long dawn, the quartermasters and the bos'n's mates chatted over their respective rails, shared their coffee and commented at length on the hardships of their thankless night watches.

Then came morning, the calling of the hands, the precision of colours as two ensigns rose slowly together and

the parting, each ice-breaker to her respective task.

As we sailed away from the island we called Elba and looked back at the domes and the towers and the buildings and the great, grey ships still at anchor, we felt a sense of pride of achievement, for had it not been for our work last year this isolated, bleak little island could not this season be a busy port, an active little community, an efficient component of the DEW Line.—J.L.M.

What goes on in class can be surmised from the articles in the *RCAF Staff College Journal*, many of which are from the pens of lecturers who visited the college during the year.

The 1957 issue, which will be published November 1, features a symposium on "Air Power", in which Dr. Bernard Brodie, Air Marshal Sir Robert Saundby, Wing Commander John Gellner and Professor J. I. Jackson discuss important aspects of the strategic situation of today and the role of the air forces.

As a non-official publication, the *Journal* gives free expression to a wide range of opinions in the "open forum" section. Among the contributors this year are Professor R. A. Preston, history professor at Royal Military College, Kingston, on "The Soldier, the State and Military Education", and Dr. W. E. Blatz, University of Toronto psychologist, who discusses "Conformity vs. Non-Conformity". This section will contain the 1957 \$250 prize essay and many other articles and reviews.

The *RCAF Staff College Journal* will contain about 140 pages of reading and will sell for \$1 a copy. It can be obtained from: The Editor, *RCAF Staff College Journal*, Armour Heights, Toronto 12, Ont.

RCAF STAFF COLLEGE JOURNAL GOES TO PRESS

AN ANNUAL event, worthy of the attention of all three armed services, is the appearance of the *RCAF Staff College Journal*, with its wide-ranging discussion of military affairs as they affect Canada.

The function of the RCAF Staff College, whose buildings are located in the beautiful setting of Armour Heights, Toronto, is to prepare officers for senior staff appointments. The students are not drawn from the RCAF alone. Each year two or more RCN officers attend, two from the Canadian Army, two from U.S. Air Force and two from the Royal

Air Force—a leavening of the student body that helps to maintain the flexibility of attitude aimed at in the courses.

Emphasis is placed from the outset on acquiring a command of language, both written and spoken, and on the logical analysis and presentation of facts. An effort is made to up-date the thinking of the officer-students on both military and general world problems. Visits to industries and to defence installations in both Canada and the United States supplement classroom lectures.

THE NAVY PLAYS

Angler Lands

22-Pound Salmon

Big salmon may have been hard to find in the West Coast RCN Anglers' Association fishing derby in August, but Bill Hewton reeled in a 21-pound, 15-ounce beauty that copped him top prize, the Woodward Trophy and a complete camping outfit.

For an 18-pound, 11-ounce spring, Ted Westover, ex-CPO, won a clock radio.

In the women's section Mrs. S. Miller won an electric food mixer by reeling in an eight-pound, 15-ounce salmon, and Ted Allen, Jr., boated a six-pound, 11-ounce fish to take home a bicycle for the leading junior angler.

Seventy Compete In Golf Tourney

The Atlantic Command individual and team golf championships were held in July under the joint sponsorship of the Naval Golf Association and *Shearwater*.

The two-day, 36-hole, tournament was held at the Brightwood Golf Club and the Ashburn Golf and Country Club. Seventy aspiring divot-diggers participated, making it one of the most successful naval tournaments in recent years.

The field in the individual tournament was split into four divisions. Top honours in each division went to:

First Low Gross and Winner of the Oland Keith Trophy: Lt.-Cdr. (SC) L. F. Brozo, Jr., USN, *Shearwater*; runner up, Ord. Sea. W. Holland, *Cornwallis*; low net, Ldg. Sea. D. Maziak, *Shearwater*.

Second divisions: first low gross, Lt. G. Emerson, *Stadacona*; second low gross, Cdr. R. Hayward, *Algonquin*; low net, Shpt. Lt.-Cdr. H. Williams, *Stadacona*.

Third division: first low gross, Inst. Cdr. W. Fowler, *Cornwallis*; second low gross, PO G. MacGlashen, *Bonaventure*; low net, Lt.-Cdr. (P) R. Falls, *Shearwater*.

Fourth division: first low gross, Lt. (S) V. H. Fast, *Shelburne*; second low gross, CPO M. Freeman, *Cornwallis*; low net, CPO Cooke, *Nootka*.

The prize for the highest score went to P. O. O'Donnell, *Assiniboine*.

In the team competition last year's defending champions, *Stadacona*, again



Ord. Sea. Del Dorrington, of Gloucester, rounds third after belting a homer during the annual Ottawa Naval Softball championship, which the radio station won 18-7 from Bytown, last year's winner. Cdr. (S) J. D. Forbes (No. 5) covers third for the tardy throw while "Glo" coach and captain, Ldg. Sea. Sheldon Duffy, right, keeps a wary eye on the play. Dorrington also made a triple in the game, played on the radio station diamond September 8.

retained the team trophy. Members of the winning team were: Inst. Cdr. C. H. Little, Colonel H. L. Harris, Lt. J. Mahar and PO Bruce Hutchison.

In addition to the tournament the association held bi-monthly field days in June, July and August.

Lt. Preston Wins Olive '22 Trophy

The annual '22 rifle competition at HMCS *D'Iberville*, for the Olive Trophy was won by Lt. A. J. Preston, with second place going to Lt.-Cdr. R. F. N. Strouts and third place to PO R. A. Robertson.

RCN Captures Swimming Title

The Nova Scotia senior outdoor swimming championship was captured by the Royal Canadian Navy in August with 79 points in the men's events. Halifax YMCA had 27 points and Hantsport 10.

AB Larry Uwins was the individual star of the Navy team and won three

events, the 200-yard free-style, 400-yard free-style, and the 100-yard butterfly. He was also on the Navy's team which won the 400-yard free-style relay.

York Topples U.S. Reservists

Landing from the USS *Fulmar*, members of Rochester, N.Y., Naval Reserve Naval Militia Surface Battalion 3-9, led by Commanding Officer Commander Howard E. Merriam, attempted to storm HMCS *York*, the Toronto naval division, on Saturday, July 20. The assault was completely repulsed by willing hands from *York*.

The occasion of the landing marked the 30th annual visit between *York* and the Rochester reservists.

In 1956 Toronto went to Rochester and the result was a bitter disappointment to the tars from Toronto. This year the shoe was on the other foot—Toronto made a clean sweep of all the events. The boat-pulling contest was won by

one length; the rifle score was 469 points to 416; the tug-of-war was won in two straight pulls and the baseball games by a score which will not be mentioned.

The lack of hospitality on the sports field was more than offset by the happy times at the various social events. The dance was the highlight of the entire visit starting with a buffet supper at 1800 and with the rest of the evening spent in dancing to the music of a well-known Toronto orchestra.

The USS *Fulmar* is a motor mine-sweeper and took part in the assault and occupation of Iwo Jima during the Second World War. It was in fact the flag from this vessel that was raised on Iwo Jima and was the subject of so many photographs at that time. The *Fulmar* is now a training ship, stationed at Rochester. The trip to Toronto was regularly scheduled weekend drill and the reservists worked the ships as though under wartime conditions.

Cdr. Howard E. Merriam, commanding officer of Rochester's Naval Reserve, served in the Second World War as communications and combat information centre officer during the war in the Pacific.

The American visitors were welcomed by Captain L. D. Stupart, com-

manding officer of *York*, and the reply was made by Cdr. Merriam.

Sunday morning was the day of the ball game and again the weather smiled, although the play could hardly be classed as "serious".

During the 30 years of these friendly visits, the spoils have been evenly divided. Until next year, at least, the trophies will rest in the wardroom of *York*.

Fraser Wins Fleet Trophy

HMCS *Fraser*, the youngest ship in the fleet, took one of the Navy's most prized trophies in August when she won the "Cock-o'-the-Fleet" trophy.

The *Fraser* piled up the most points of any seagoing ship on the West Coast during the annual Pacific Command Fleet Regatta.

Sea Cadets Win Two Pennants

While attending summer training camp at HMCS *Acadia* this summer, Royal Canadian Sea Cadet Corps *Nelson* won two pennants in the Maritime area competition.

The winning pennants, first in boat pulling and second in sailing, were pre-



Lt. H. T. Addison, Royal Roads, winner of the RCN Golf Association open tournament at the Gorge Vale Golf Club. (E-41269)

sented to Lt. R. V. LeRoux, RCSC, commanding officer, by Sub-Lt. W. G. Stevens, RCSC, who accompanied the Halifax cadets.

Tennis Titles To Cornwallis

Cornwallis tennis players took two titles and placed players in several finals for various events to chalk up a total of 20 points and the championship of the Atlantic Command tennis tournament.

Stadacona, the host club, also won two divisions and took second place with 12 points. Third place went to Ships, although they didn't win a division.

Communicators Win Track Trophy

The *Cornwallis* Communication School track and field team took the *Cornwallis* annual inter-part track and field meet held in August.

Other teams competing for the *Cornwallis* track and field trophy were officers, chief and petty officers, supply, new entry "A", new entry "B" and Sea Cadets.

The trophy, up for annual competition, was donated by the *Cornwallis* ship's fund.



A hectic softball season has ended for teams of the Belmont Park Little League. The new champions are the Cardinals, captained by young Gordie James. During a brief ceremony held at the Belmont School park on September 10 crests were presented to members of the championship team by Commodore P. D. Budge, Commodore RCN Barracks. Team captain James is seen receiving his crest from the Commodore. The Cardinals were coached by Petty Officers Bob Gray and Brian Forbes. The Belmont Park Little League has four teams, with members ranging from 10 to 12 years of age. (E-42603)



WHO DID PAINT THE FIRST MAPLE LEAF?

Dear Sir:

Here we are again. It was with great interest I have read your article on "Whence the Funnel's Maple Leaf?" in *The Crowsnest* for June.

There must be lots of ex-RNCVRs living who may remember the following data re the Canadian drifters based at Gibraltar, spring 1917.

These drifters were turned out at Sorel, Quebec, and the first bunch ever to cross the Atlantic (one of same was sunk then) arrived with their Canadian crews as stated above.

These crews were shipped back to Canada and the new men to take over were the ratings that left Halifax on the *Laurentic* in October, 1917, maybe a few days later. The *Laurentic* had a fire in her coal bunkers and all hands had to shovel coal for a day or so. She was sunk on her next trip out. Commander then was Captain Norton.

Among the drifters arriving in "Gib" were CDs 69 and 75.

I wish to be as clearly reliable as possible after close to 40 years since those days. I do not desire surmise or guess here.

As mate of CD 75 and fairly good at artistic effects (Ahem) I painted the maple leaf in green on the funnel of our ship.

This, the first emblem ever to be seen of Canada in the whole of the eastern world was thus depicted.

It was not allowed, however, and only showed up for a day.

Such items as captains were only in the imagination. All you had to yell out was, "SKIPPER?" He came a-running. Hardly correct.

My skipper, Joseph? came aboard one night when we were in Tangiers, North Africa, with a dandy souvenir, an Arab's fez. This was acquired through strategy just as the row-boat left the wharf and in the dark.

You doubtless can get all kinds of data of this jazz crowd that made up the early RNCVRs in the Gibraltar unit as above.

Already I think I wrote you I was the first fellow (hick!) to sign up in Calgary under the Sir Alec Guinness Campaign and the recruiting officer was Lt. Julian. He had to slip out and buy a Bible in order to get the matter straight, obviously. Perhaps I could also have slipped out if I had known what I was in for(?).

My Esquimalt number was RNCVR 2733, October 1916.

So you at least have gotten something closer to the facts.

A. J. A. BELL.

1782 Bergstrom Road,
R.R. No. 1,
White Rock, B.C.

OLDEST VETERAN?

Dear Sir:

I was very delighted on receipt of *The Crowsnest* for the month of May to see a photo of my father's old ship *Niobe*, showing her at anchor in Halifax harbour.

You may be interested to know that my father, Charles Robert (Nobby) Hall joined the *Niobe* at Keyham Dockyard, Devonport, in 1910 just after she had been taken out of reserve and turned over to the Canadian Government. He was on pension from the Royal Navy at the time, and when reporting aboard to offer his services, there was no crew, only two officers, a paymaster and, if my memory is correct, an engineer officer. The ship at the time was in the hands of the dockyard mates. His offer was immediately accepted, and his first duty—recruit the ship's company.

My reason for writing you this letter is this. In the June edition of *The Crowsnest* in an article entitled "They Don't Speak His Language" mention is made of an oldtimer, 73 years of age, Mr. Fred Bates, ex-Royal Navy, ex-HMCS *Niobe*.

My father is still alive and living with my brother John, in Berkeley,



California, address 2942 Groom Drive, Richmond. He is 88½ years old, and I have reasons to believe he is the oldest living veteran of the Royal Canadian Navy. He is quite active, goes to church regularly and attends his lodge every week. He joined the Royal Navy on January 6, 1885, reporting for duty and training aboard the old training ship *Boscawin*. After his first period of training he was sent to HMS *Rover* on June 7, 1886. His last ship afloat was HMS *Hibernia* and from this ship he reported to the Devonport Barracks for pension on February 13, 1909.

From February 13, 1909, until the day he joined the RCN, July 26, 1910, was a short time for dad to be out of harness. When the Royal Naval College of Canada was opened in January 1911 at Halifax, he was transferred to that establishment and served under the command of the late Cdr. E. A. E. Nixon, and Capt. B. S. Hartley, Director of Studies. I was myself a shipmate with him for five years before going overseas in 1916. His service ended with the closing of the college at Esquimalt, B.C.

Dad is a keen reader of *The Crowsnest* and looks forward to me sending on each number as it comes.

It would be interesting to know if there are any more original members of the *Niobe's* crew that brought her out from England, still alive. I know of one, Mr. Layman (Tobby), who is a permanent resident patient at the Veterans' Hospital in Victoria. He is about 85 years of age.

Would it be possible, Mr. Editor, to have more photos of former ships of the RCN published from time to time, such as the cruisers *Rainbow*, *Aurora*, and gunboats *Canada*, *Petrel*, *Tuna*, *Grilse*, the two submarines, perhaps a photo of the original training schooner *Venture* that was attached to the Naval College at Halifax before the First World War? These ships constituted Canada's first fleet during the early days of the war of 1914-18. Also a picture of the original building where the Royal Naval College of Canada got its start 47 years ago.

Wishing you and *The Crowsnest* continued success and clear sailing.

Yours truly,
FRANK HALL

355 Arnot Ave.,
Victoria, B.C.

LOWER DECK PROMOTIONS

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

ALEXANDER, Edward C.C2OT4

BARLOW, JamesP1RT4
 BARTLETT, George H.C2EM4
 BEAMISH, John N.LSEM1
 BEAUDIN, Denny R.LSMA1
 BEAUPRE, Guy R.LSRT2
 BOOHER, Ronald L.LSEM1
 BOUDREAU, Peter G.LSCK1
 BOURASSA, Andre J.LSSW1
 BRAMMAH, Peter R.LSCK2
 BRIERE, Jean C.LSAO1
 BROUGHM, Harley G.C2SH4
 BROUILLETTE, Joseph H.C2SH4
 BROWN, Ivan W.LSEM1
 BUTLER, Martin J.LSEM1
 BYRNE, Brian B.P1ER4
 BYRNE, Cecil J.LSCR1

CASSIBO, Morris F.LSCK2
 CASSIDY, Gerald T.LSSW2
 CAVANAGH, James F.P1GA4
 CAWTHRA, David F.LSAF2
 CHAMBERLAIN, Allan H.LSEF3
 CHRISTIAN, Clarence R.LSCK2
 CLARKSON, NormanP2CV2
 COLEMAN, Richard J.LSEM1
 COLLINGS, William E.LSCS2
 CORLETT, Edna R.WLCY2
 CREASE, Ronald D.P2SW2

DAISLEY, Leslie M.P2EF3
 DANIELS, Robert H.LSRT3
 DELARGE, John J.LSRT2
 DENIS, David R.LSEM1
 DESROCHES, Aloysius J.LSEM1
 DEWLING, George W.LSEM1
 DEY, John A.LSAW1
 DIAMOND, Albert J.P1ED4
 DICKSON, Brian D.LSRT2
 DODD, John D.P2RW3
 DONKIN, Charles F.P1EG4
 DOWLER, Gordon L.LSAF2
 DOYLE, Anthony N.LSCS2
 DUNCAN, Stuart M.C1OT4
 DUNLOP, Donald J.LSCV1

ELLEFSSEN, LeoLSSW1
 ELLIOTT, Ronald J.LSEM1
 EMOND, Laurent J.LSRT2

FEHR, AnthonyLSEM1
 FITZGERALD, Carl J.LSRP1
 FORD, James E.LSEM1
 FRASER, George T.LSCS2

GERBER, Richard F.LSRT2
 GILES, Douglas H.C2ER4
 GILLILAND, James A.LSEM1
 GILLIS, Douglas F.P1ER4
 GOULDING, Meryle E.LSVS2

HAMILTON, Kenneth W.C2ER4
 HAYES, Guilford R.LSEM1

HEBERT, Joseph L.LSRT2
 HEBERT, Real J.P2GA3
 HENDRY, Ian G.LSCK2
 HESSELGRAVE, Roderick L.LSEM1
 HICKSON, Ralph J.LSCR1
 HILL, Donald A.LSEM1
 HILLIS, David S.P2EM2
 HINDS, James A.LSEF2
 HISLOP, John L.LSAR2
 HNETKA, RalphLSEM1
 HOWERTON, Jackson E.LSEM1
 HURST, Ronald W.LSRT2
 HUXTABLE, Kenneth R.LSEM1

INGLESON, Terry R.LSEM1

JACKSON, Ronald H.P2EM2
 JAMES, Robert S.LSCV1
 JOHNSTON, Edward K.LSEM1
 JOHNSTON, Wayne S.LSEM1
 JONES, Brython E.P2EM2
 JONES, Merlin F.LSEM1

KAVANAUGH, Gilbert J.P2CK2
 KING, Charles S.LSRP1
 KLIMECKI, Victor A.LSAP2
 KOWALSKI, JohnLSAF1

LAFORTUNE, Fenton L.LSMA1
 LANCTOT, Gilles J.LSEA2
 LARKMAN, Robert B.LSCS2
 LAROCQUE, Jacques J.P2GA3
 LAUZON, Laurent J.LSSW2
 LECHNER, Ernest J.LSEM1
 LOGAN, Frank E.C1SH4
 LOGIE, Robert D.C2ER4
 LORANGER, Albert J.P2EM2
 LUTZAC, Alexander L.C2EM4
 LYNCH, William F.C2EM4

MacINTYRE, GordonP2TA3
 MacKAY, Douglas A.P2TA3
 MacKAY, John J.P2EM2
 MacRITCHIE, Murdo M.C2EM4
 McDIARMID, Donald D.LSEM1
 McKAY, Adrian D.LSVS2
 McLACHLAN, Ronald J.LSCR1
 McMMASTER, John W.C1ER4
 McMILLAN, Gordon R.LSCS2
 McNEILLY, Roy E.P2SW2
 McQUESTON, William T.LSCV1
 MAHOOD, John H.C2ER4
 MALO, Gerald F.LSCR1
 MARENGERE, Bernard J.C2EM4
 MARKI, AlexanderLSEM1
 MASON, David R.LSAP2
 MAYBURY, Kenneth R.P2TA3
 MERRAM, James H.LSRP1
 MERRIFIELD, John D.LSEM1
 MIESKE, Donald C.P1ER4
 MILBURN, George E.LSRT2
 MILO, Clive E.P1EA4
 MOFFATT, Ernest L.LSAM2
 MOORE, Marvin R.LSEF2
 MORASH, Allan R.C2EM4
 MORRIS, Robert W.LSCS2
 MURPHY, Patrick E.LSED3

NELSON, Robert Z.LSEM1
 NEVISON, Jack H.C1ER4

NOON, Jack J.LSEM1
 NOTT, George S.LSCS2
 NUTTER, FrankP1ER4

OBEE, George J.P1GA4
 OSMOND, Arthur L.P2GA3
 OSMOND, John A.P1GA4

PALMER, Jack W.P1ER4
 PARSONS, Allen R.LSEF3
 PATTISON, Robert O.P1EA4
 PAUL, James C.LSAP2
 PAULNITZ, Frank A.LSRT2
 PAYNE, Lionel B.LSEM1
 PEMBROKE, George E.P1ER4
 PENWARM, Bertram G.C2ER4
 PETERS, Victor E.LSPW2
 POTTER, Robert V.P1RA4
 PRATT, Ronald W.LSEF3
 PRENEVOST, Roland J.LSEM1
 PROPP, Walter W.LSEM1
 PROVOST, Laurent J.LSEM1
 PURKIS, Charles A.P1EA4

RAY, John N.LSAP2
 REED, Norman W.LSRT2
 REID, John R.LSEM1
 REID, Ronald J.P2EM2
 ROBERTS, George D.LSAP2
 ROBITAILLE, Gerard J.P2EF3
 ROCKWELL, James R.LSAP2
 ROGERS, Thomas S.P1EF4
 RONDEAU, Gary L.LSCR1
 ROSE, Gordon A.LSEM1
 ROUSSEAU, Gilles J.P2SW2

SCHMIDT, SamuelLSEM1
 SHACK, James F.LSCS2
 SIMPSON, WilliamLSEM1
 SINDALL, John S.C2ER4
 SMITH, David F.P2EM2
 STEVENSON, William R.LSEM1
 ST. ONGE, Maurice R.LSAP2
 SWEENEY, Donald E.LSEM1

THIBEAULT, Jean-Marc J.LSAR1
 THOMAS, Camille D.LSRT2
 THOMS, John H.LSCS2
 THOMPSON, Robert S.LSEM1
 TRACY, James H.P2GA3
 TREMAIME, Thomas R.C2SH4
 TROTTER, Thomas J.LSEF3

ULLOCK, Thomas J.LSQM1
 UPCOTT, Gerald B.P2EM2

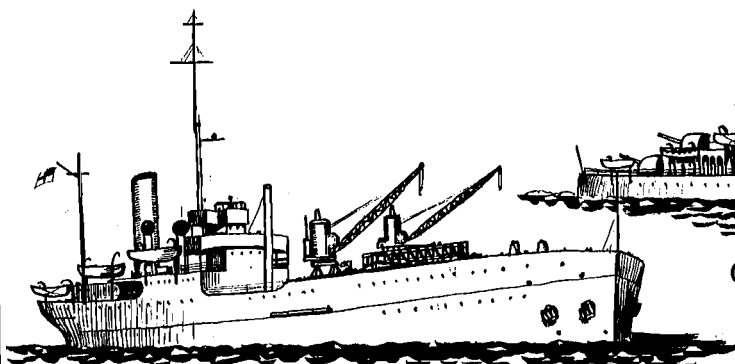
VAN-DER-VOORT, Eric B.P2EM2

WAKELIN, William A.LSEM1
 WALKER, Bruce K.P2AR2
 WALSH, John S.LSAA1
 WATTS, Keith M.P1EF4
 WEBSTER, George R.LSAP2
 WHITE, AlfredC2ER4
 WHITE, Robert O.LSVS1
 WILLIAMS, Glyn E.LSEM1
 WING, David R.LSAP2
 WISE, Ivan D.LSEM1

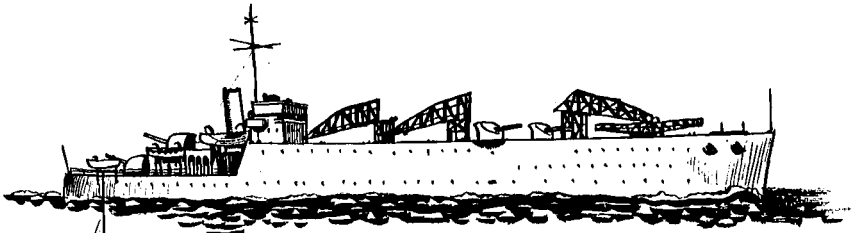
YOUNG, George C.LSED3

Naval Lore Corner

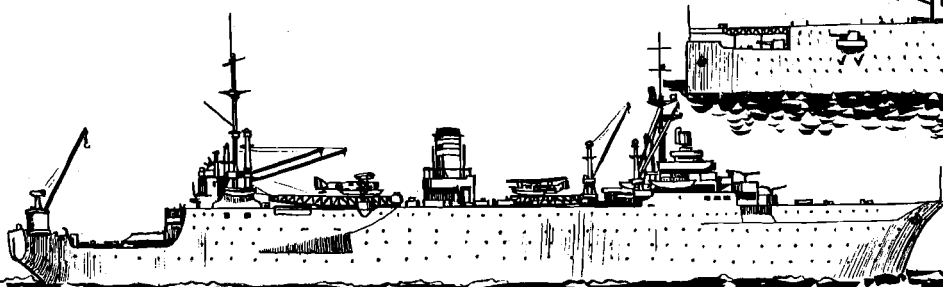
Number 51
SEAPLANE TENDERS



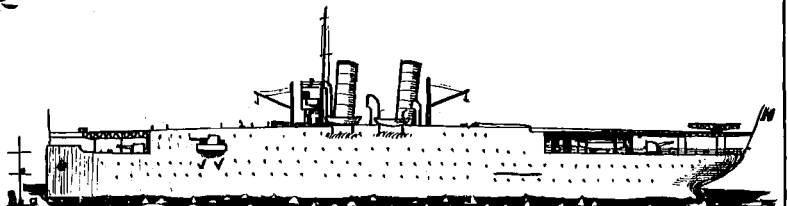
HMS ARK ROYAL (LATER RENAMED 'PEGASUS')... OIL TANKER CONVERTED INTO A SEAPLANE TENDER IN 'WORLD WAR I. TRAVELLING CRANES HANDLED AIRCRAFT ON FORECASTLE. LATER REFITTED AS AIRCRAFT EXPERIMENTAL SHIP.



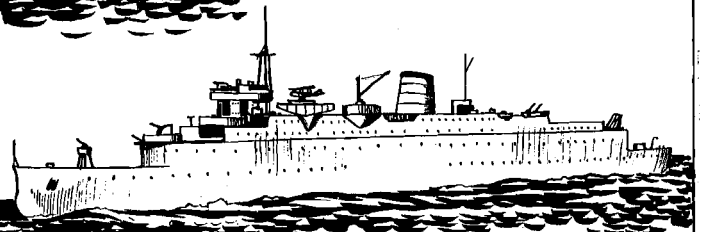
BRITISH (FORMERLY AUSTRALIAN) AIRCRAFT TENDER 'ALBATROSS'. (1928) CARRIED NINE SEAPLANES. 4,800 TONS, 4 4.7 IN. GUNS, 21 KNOTS (SINCE SCRAPPED).



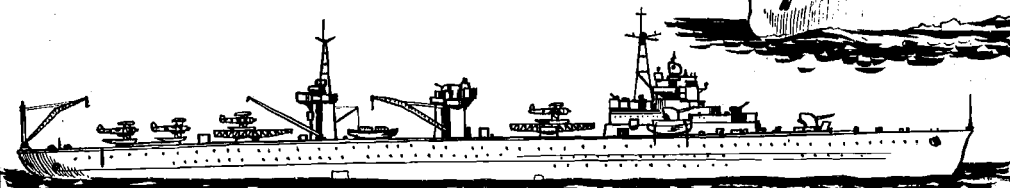
FRENCH SEAPLANE CARRIER 'COMMANDANT TESTE' (10,000 TONS) CARRIED 26 AIRCRAFT AND FOUR CATAPULTS. RATED AS AN 'AVIATION TRANSPORT' SHE WAS SCUTTLED AT TOULON. ARMAMENT WAS 12 3.9 IN. GUNS, SPEED 20.5 KNOTS.



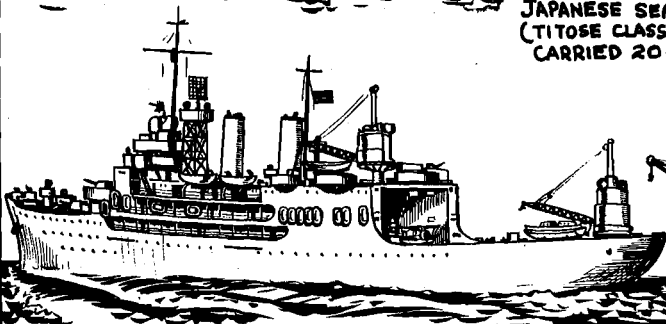
ITALIAN SEAPLANE TENDER 'GIUSEPPE MIRAGLIA'... CARRIED TWENTY SEAPLANES AND 2 CATAPULTS AT EITHER END OF THE VESSEL. ARMAMENT WAS FOUR 4 INCH GUNS.



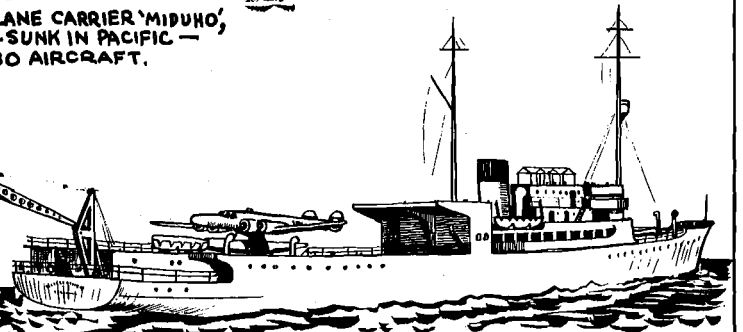
JAPANESE SEAPLANE TENDER AND SUBMARINE DEPOT SHIP (COMBINED) 'TAIGEI', 10,000 TONS



JAPANESE SEAPLANE CARRIER 'MIDUHO', (TITOSE CLASS)... SUNK IN PACIFIC — CARRIED 20-30 AIRCRAFT.



U.S.S. CURTISS (8,671 TONS)... LARGE SEAPLANE TENDER, CARRIES 25 AIRCRAFT. HAS BEEN REFITTED FOR DUTY WITH U.S. ATOMIC ENERGY COMMISSION.



GERMAN SEAPLANE CARRIER 'FRIESENLAND' (1937) (FORMERLY COMMERCIAL SEAPLANE CARRIER). HINGED CRANE AT STERN LAY FLAT TO PERMIT AIRCRAFT TO BE LAUNCHED.

Edmond Cloutier

QUEEN'S PRINTER—IMPRIMEUR DE LA REINE

If undelivered return to:

The Queen's Printer, Ottawa, Canada

En cas de non-livraison, retourner à:

L'Imprimeur de la Reine, Ottawa, Canada.

