

The CROWSNEST



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LADY OF THE MONTH

Just about this time of year, the yachtsman feels a stirring in his blood which, as surely as the blossoming of snowdrops or the swelling of the pussywillows, is a harbinger of spring. It foretells, first of all, a season of scraping and painting and patching, of hard work without monetary reward, during which the unrelenting taskmaster is the dream of fresh breezes and sparkling waves that sometimes comes true.

It may be that there are born yachtsmen, but the birth dates of such will not necessarily coincide with those on their baptismal certificates. More likely, their kind is born when a boy poles a crude raft across a pond and dreams the impossible dream that when he touches the far shore he will have reached the coast of Zanzibar.

Sometimes a yachtsman is born through the mere chance of being invited on board a trim sailing craft and experiencing for the first time an intimacy with the weather and the sea. Such an experience is recounted elsewhere in these pages and the heroine of that story is the Royal Canadian Naval Sailing Association's yacht *Pickle*, pictured on the opposite page in gentle weather off Halifax. (DNS-14456)

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Cover photo—The spring training cruises have begun—the *Quebec* off to the Caribbean, the *Ontario* to Hawaii and the *Far East*. This is a scene from an earlier cruise, with *Midshipmen (Air)* from the *Quebec* engaged in dogwatch boatpulling in the shadow of one of the twin volcanic peaks, "The Pitons", guarding a sheltered nook of St. Lucia, in the Windward Islands. (QB-1658)



RCN NEWS REVIEW

One of the Royal Canadian Navy's new Banshees at Shearwater. (DNS-15256)

First Banshee Jets Delivered

The Royal Canadian Navy has received its first deliveries of the F2H3 Banshee, described as among the finest single-seat all-weather shipborne fighters in operational use today.

The RCN's first jet fighter squadron, VF-870, is being armed with the Banshee in preparation for service in the aircraft carrier *Bonaventure*, due to be commissioned late this year. Awaiting the day that it will go to sea, the squadron is based at *Shearwater*.

The cannon-armed Banshee is listed by "Jane's All the World's Aircraft" as a 600-mph twin-jet machine. Long range has been built into it and it packs electronic gear that enables it to seek out and attack the enemy in darkness or dense cloud.

The *Bonaventure* is designed to handle heavy jet aircraft of this type and is being equipped with angled deck, steam catapult and mirror landing aid.

History Prize Winners Named

The reasons for the disappearance of British naval bases and warships from the Great Lakes following the War of 1812-14 are carefully examined in an essay which has won for Instructor Lt.-Cdr. Lawrence Farrington first prize of \$150 in the initial competition of the Barry German Naval History Prize.

The second prize of \$100 went to Instructor Lieut. D. J. Williams for his "A Cadet's History of the 29th Motor

Torpedo Boat Flotilla, Royal Canadian Navy", a popular and vivid account of the flotilla's activities.

Both of the winning officers are serving in HMCS *Venture* and their essays were regarded by the judges as valuable additions to the knowledge of Canadian naval history.

The Barry German Prize in Naval History was founded in 1954 by the Dominion Council of the Naval Officers' Associations of Canada in honour of Captain P. Barry German, RCN

(Ret'd). It normally offers three annual prizes of \$150, \$100 and \$50 and is intended to encourage interest in the history of maritime affairs of Canada and British North America. It is open to all personnel of the RCN and RCN (R) active lists.

In this year's contest the proposed topic should be submitted by April 1 and the completed essays must be in the hands of the contest committee's chairman, the Naval Historian, Naval Headquarters, Ottawa, by November 1.

The award of prizes is based on the recommendation of the committee, which is composed of the Dominion Archivist, a member of the Naval Board, an appointee of the NOAC, the Naval Historian and the Director of Naval Education. Prizes will be awarded early in 1957.

Details of the contest appear in the Navy list and other particulars may be obtained from the Naval Historian.

Venture Cadets Sail for Far East

A two-month training cruise for *Venture* cadets got under way late in January and was to include visits to San Francisco, Pearl Harbour and ports in the Far East.

The *Ontario*, commanded by Captain David W. Groos, sailed from Esquimalt January 27 with approximately 80 cadets embarked. She will be accompanied throughout the entire cruise by the destroyer escort *Sioux*.

Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast, was to fly his flag



The top command of the Royal Canadian Navy changed hands on January 16—a change symbolized in this picture of Vice-Admiral E. R. Mainguy, the retiring Chief of the Naval Staff, left, and his successor, Vice-Admiral H. G. DeWolf. (O-8567)

in the *Ontario* as far as Pearl Harbour. In addition to the *Sioux*, five other units of the Pacific Command's Second Escort Squadron, under Captain Paul D. Taylor, of Victoria, accompanied the cruiser as far as Hawaii. They are the *Cayuga* and *Athabaskan* (destroyer escorts) and the *Jonquiere*, *New Glasgow* and *Stettler* (frigates).

The Task Group was to visit San Francisco from January 30 to February 2 and Pearl Harbour February 9-13. The *Ontario* and *Sioux* will continue to the Far East and the remainder of the group will return to Esquimalt, arriving February 21. During the time the seven ships are in company, every opportunity was to be taken to carry out training exercises and manoeuvres.

The cadets, all in their first or second years at *Venture*, will receive practical training in seamanship, navigation, communications and other subjects while on board the *Ontario*. In addition, their normal classroom studies will be continued during the cruise.

The *Ontario* and *Sioux* will return to Esquimalt in late March.

Capt. T. C. Pullen CO of Labrador

Captain Thomas Charles Pullen, a fifth generation naval officer named after an Arctic-exploring ancestor, was to take command of the *Labrador* on February 13.

He succeeded Captain Owen C. S. Robertson, who commissioned the *Labrador* in July, 1954, and commanded her through two epic Arctic voyages.

In her first year in commission, the *Labrador* became the first warship to negotiate the Northwest Passage and the first to circumnavigate the North American continent. In 1955 the ship played a leading role in operations concerned with the seaborne supply of Dew Line sites in the Eastern Arctic.

Caribbean Goal Of Training Cruise

The training cruiser *Quebec* sailed from Halifax January 24 on a three-month training cruise to the Caribbean.

During the cruise, the ship was to visit nearly a dozen ports in as many countries, beginning with Port of Spain, Trinidad, from January 31 to February 4, and concluding with a two-day stop at Bermuda. She is scheduled to return to Halifax April 22.

Borne for training are a number of junior officers. These include midshipmen (air) who, on completion of initial sea training in the *Quebec*, will proceed to the United States in May for flying training. The remaining junior officers



Late last fall HMCS Loon, the first of a new class of small patrol craft, was commissioned at York, the Toronto naval division and, with the ice already closing in, made her way to Halifax where she is based. (Photo courtesy Globe and Mail, Toronto.)

are executive branch midshipmen who will receive subsequent training at the Royal Naval College, Greenwich, England.

Also embarked for training were men of the seamen, engineering and electrical branches. These men are being given basic and conversion training in their respective trades.

Trials Resumed By St. Laurent

The *St. Laurent* began her second period of intensive working up trials and anti-submarine training in mid-January when she sailed for the Bermuda area.

The ship is operating in company with the *Nootka* and HM Submarine *Alderney* during most of this month-long period. In February, she will go to Key West, Florida, to begin two months of evaluations with the United States Navy.

Penatang Goes To Norwegians

The *Penatang* commissioned at Saint John, N.B., January 9 following a refit there.

The frigate, first of three to be loaned to Norway under a recent agreement between the Norwegian and Canadian governments, sailed for Halifax later in

the month and was officially transferred January 25. She has been renamed *Draug* by the Royal Norwegian Navy.

Two other Royal Canadian Navy frigates, the *Prestonian* and *Toronto*, will be transferred within two months. They will be renamed *Troll* and *Garm*.

Loon, Bluethroat Now in Service

Two new units joined the Atlantic Command in December. The looplayer *Bluethroat* was commissioned as a Canadian Naval Auxiliary Vessel at Lauzon November 28. The ship was built by George T. Davie Ltd., Lauzon.

The first of four class patrol vessels, HMCS *Loon*, was commissioned at Toronto November 30, and arrived at Halifax December 14, after bucking heavy ice conditions in the St. Lawrence.

The *Loon*, which is designed for harbour patrol work and is also suited for training duties, has a displacement of 65 tons, is 92 feet in length and is capable of 14 knots. She carries an Oerlikon gun, depth charges and hedgehog. Primarily of wood and aluminum construction, she has a normal complement of two officers and 19 men.

Other vessels of her class are being built at Midland, Orillia and Penatang, and are scheduled for completion this year.

Korean Summary



East and West meet on the Yellow Sea. (NK-701)



It's peaceful on this hilltop in Southern Japan, but warships lie in the harbour below. (CA-27)

EIGHT CANADIAN destroyers served with the UN Fleet in Korea. Their tours of duty varied in length from six months to fourteen months. From July 5, 1950, when HMC Ships *Cayuga*, *Sioux* and *Athabaskan* sailed from Esquimalt for Korea, until the return of the *Sioux* from her last tour, September 24, 1955, these ships served:

HMCS *Athabaskan* (DDE 219) served three tours (30 months). 1st tour—Cdr. (now Capt.) Robert P. Welland, DSC and Bar, CD, RCN; 2nd tour—Cdr. (now Capt.) Dudley G. King, DSC, CD, RCN; 3rd tour—Cdr. John C. Reed, OBE, DSC, CD, RCN.

HMCS *Cayuga* (DDE 218) served three tours (34 months). 1st tour—Capt. Jeffrey V. Brock, DSO, DSC, CD, RCN; 2nd tour—Cdr. (now Capt.) James Plomer, OBE, DSC and Bar, CD, RCN; 3rd tour—Cdr. W. P. Hayes, CD, RCN.

HMCS *Crusader* (DDE 228) served two tours (24 months) under the command of Lt.-Cdr. (now Cdr.) John H. G. Bovey, DSC, CD, RCN, and Cdr. W. H. Willson, DSC, CD, RCN.

HMCS *Haida* (DDE 215) served two tours (22 months) under the command of Cdr. Dunn Lantier, DSC, RCN, and Capt. John A. Charles, CD, RCN.

HMCS *Huron* (DDE 216) served three tours (17 months) 1st tour—Cdr. Edward T. G. Madgwick, DSC, CD, RCN; 2nd tour—Cdr. Richard C. Chenoweth, MBE, CD, RCN (in September, 1953, Cdr. Chenoweth was relieved by Cdr. (now Capt.) Thomas C. Pullen, CD, RCN); 3rd tour—Cdr. J. C. Pratt, CD, RCN.

HMCS *Iroquois* (DDE 217) served two tours (19 months) under the command of Capt. William M. Landymore, OBE, CD, RCN; 3rd tour—Cdr. M. F. Oliver, CD, RCN.

HMCS *Nootka* (DDE 213) served two tours (21 months) 1st tour—Cdr. (now Capt.) Alexander B. F. Fraser-Harris, DSC and Bar, CD RCN; 2nd tour—Cdr. Richard M. Steele, DSC, CD RCN.

HMCS *Sioux* (DDE 225) served two tours (18 months) under the command of Cdr. (now Capt.) Paul D. Taylor, DSC, CD, RCN. HMCS *Sioux* began her third tour when she sailed from Esquimalt on November 7, 1954, under the command of Cdr. A. H. Rankin, OBE, CD, RCN. She returned home on September 24, 1955.

Up to the cease-fire on 27 July, 1953, the Canadian ships steamed 723,886 miles in the course of their duties with the UN Fleet and fired approximately 50,000 rounds of main armament ammunition and 70,000 rounds of close range ammunition.

More than 3,500 officers and men of the RCN gained operational experience at sea in the Korean war. A total of 53 awards were made by HM King George VI and HM Queen Elizabeth II to Canadian naval personnel.

The awards included one Distinguished Service Order (DSO); three Officer of the Military Division of the Most Excellent Order of the British Empire (OBE); nine Distinguished Service Crosses (DSC); one bar to the Distinguished Service Cross; two Distinguished Service Medals (DSM); four British Empire Medals (BEM) and thirty-three Mentions in Despatches, one of these awarded posthumously. U.S. and Korean decorations were also awarded.

The only operational casualties were suffered by HMCS *Iroquois* when, during a bombardment of enemy shore installations on the east coast of North Korea near Songjin, a communist shore battery found the destroyer's range. In this action one officer and one man were killed, one man died in a few hours of wounds; three men were listed as "injured—not serious" and seven men were listed as having sustained "minor injuries".



Military targets in Chinnampo are set ablaze during the withdrawal. (CA-335)

THE STORY OF THE RCN IN KOREA

Ships and Men Were Ready Ten Days After Invasion

WITH THE RETURN of HMCS *Sioux* to Esquimalt in September, the last RCN ship on service in the Far East had returned to her home port. She was one of the first and the last to serve in troubled Korean waters.

Ten days after the Communists swarmed without warning across the 38th Parallel in Korea, Canada's first contribution to the forces of the United Nations was on its way to the Far East.

Three destroyers—HMC Ships *Cayuga*, *Sioux* and *Athabaskan*—set sail on July 5, 1950, from Esquimalt for Pearl Harbour with instructions to place themselves under the orders of the Supreme UN Commander. Within a month they were on active service in the theatre of war.

The three destroyers arrived at the UN naval base at Sasebo, Japan, on July 31, 1950, and almost immediately were put to work. Escort and blockade duties occupied them for a time, then came "Operation Chromite"—the amphibious landings at Inchon. Later, when the tide turned in the enemy's favour with the entry of Chinese Communist forces, the Canadian ships supported the bitter allied withdrawal.

As the war settled into a pattern—and fresh ships arrived to relieve the

hard-worked originals—the Canadian destroyers assumed a variety of tasks. They helped maintain the blockade of the enemy's coastline; mounted the defence of friendly islands off the coasts of North Korea; brought aid and relief to the sick and needy of South Korea's isolated fishing villages; spent long weeks screening UN carriers against possible submarine and air attack; supported the coastal flanks of the UN armies, and bombarded Communist installations, troop encampments, roads and rail lines along the east and west coasts.

In January, 1951, the *Nootka* arrived from Halifax and the *Sioux*, first of the original three to be relieved, set course for home. In early spring a second Halifax-based destroyer, the *Huron*, arrived on the station and the *Cayuga* sailed for Canada. In April, the *Sioux* returned to the theatre to take over from the *Athabaskan*.

During the summer and early fall, the Canadian ships developed an operational pattern which called for close teamwork with small patrol craft of the ROK Navy. The essential purpose was to prevent invasion of UN-held islands off the coast of North Korea. The destroyer on the station would move as

far as possible into the waters separating an island from the mainland, then a small ROK Patrol craft would steam closer to shore to act as spotting, or lookout ship, to call down and direct the destroyer's gunfire to repel threatened attack on the island.

There was also an offensive aspect to this co-operative effort, the destroyers frequently supporting harassing raids on enemy territory.

IN THE FALL of 1951, the *Athabaskan* came back for her second tour and the *Huron* returned to Halifax for refitting. This brought together again the three "originals"—the *Cayuga*, *Sioux* and *Athabaskan*.

The ensuing winter's operations were characterized by long weeks at sea under conditions similar to those experienced by Canadian ships in the North Atlantic during the Second World War.

Early in 1952, the *Nootka* arrived to replace the *Sioux*, and in June the *Iroquois* and *Crusader* arrived, relieving the *Cayuga* and *Athabaskan*.

In July and August, the *Nootka* experienced what was described as "one of the most active patrols of the war". During an 18-day period, she came under enemy fire seven times, but on

each occasion escaped without harm and gave back better than she got. The *Nootka* also directed and supported a landing by South Korean forces on the enemy mainland. Later the *Nootka* carried out a daring night rescue of a foundered ROK patrol craft.

In the course of a September patrol, the *Iroquois* directed an eminently successful attack on the lower approaches to Taeju. Three companies of South Korean troops made the beach assault, the object of the operation being to inflict casualties and take prisoners.

On September 29, the *Iroquois* arrived in the Songjin area to relieve HMS *Charity* in the east coast task unit. After a few days of interdiction patrol off the rail cuts along this section of coastline, the *Iroquois* joined USS *Marsh*, a destroyer escort, to provide counter-battery support on the afternoon of October 2. The *Marsh* had been doing the same run in the morning, had been shot at without taking any hits, and asked for some support in the afternoon run.

The day's work was just about finished and the two ships altered to seaward. The battery opened fire again, this time ignoring the *Marsh* and gunning for the Canadian ship. Only a few salvos were needed to get the destroyer's range and one round hit "B" gun deck. An officer and one seaman were killed outright, and another man was critically wounded and died a few hours later in the ship's sick bay. Several other men sustained slight injuries.

The *Iroquois* made smoke and sped out of range, all guns blazing as she did so. She was fortunate not to have suffered heavier casualties and greater damage (the one hit did little more than poke a neat hole in the deck and blow out some lockers in the petty officers' mess below), for the enemy's salvos were barely missing for several minutes as she sped seawards.

While the ship withdrew, her medical officer and his assistants treated the wounded men and the damage control party determined that the *Iroquois'* fighting efficiency had not been impaired. Next morning the *Iroquois* made rendezvous with an American supply ship, to which were transferred two of the wounded and the bodies of the three dead. Then the ship returned to exact revenge. This time she blasted the area and left it a smoking rubble. There was no further activity from the enemy guns.

THE *CRUSADER* relieved the *Iroquois* on October 14, and the latter returned to Sasebo to make good her damage and prepare for the next patrol. The *Crusader* remained on the station for a couple of weeks and, just before the end of the month, smashed up an enemy train. It was the first of the four-plus she eventually got, to become "train busting champion of the UN Fleet".

In November, the *Haida* arrived from Halifax to take over from the *Nootka*. In another week the *Iroquois* was on



The children of a war-torn land were befriended by Canada's sailors. (AN-217)

her way home, after the *Athabaskan*, old faithful of the UN fleet, arrived to relieve her.

The *Haida* was not long in joining battle. On her second patrol, the destroyer bagged a train and became the second RCN ship to earn membership in the Train Busters' Club. But the *Haida's* most active patrol was her last in the Korean area before sailing for home.

This came to be known among crew members as the "Coronation Patrol". It happened that both the *Athabaskan* and *Crusader* were in harbour on Coronation Day and joined in the observance and celebrations with other Commonwealth Navy, Army and Air Force units. The *Haida*, at sea, paid humble duty to Her Majesty in a unique way by smashing up two of the enemy's supply trains on the east coast rail line.

Both the *Haida* and *Crusader* departed for Canada in June, having been relieved by the *Iroquois* and the *Huron*. The *Crusader* had spent just over a year under UN command and had established an enviable record for straight shooting and overall efficiency.

The *Athabaskan* joined the "Train Busters' Club", in July, with a flourish.

It was July 1, Canada's birthday, and the *Athabaskan's* guns echoed the heavy barrage laid down by Canadian artillery units on the line in honour of Dominion Day. In a six hour "fireworks display", the ship blasted a 24-car train off the rails and ripped up enough track to halt traffic for several days. On the same patrol a second train fell prey to the *Athabaskan's* guns.



Two more coming up for Red shore batteries at Inchon. (CA-463)

ON JULY 27 the armistice agreement came into effect, the shooting stopped and the naval forces under UN command reverted to stand-by duty. There was a natural tendency to let down, but the Canadian destroyers quickly shifted to a program designed to maintain efficiency at a high peak. Exercises and evolutions while at sea,

training courses and organized recreation when in port, kept officers and men fully occupied.

In November, 1953, HMCS *Crusader* returned to relieve the *Athabaskan* and the latter arrived back in Canada on December 11, becoming the first Canadian destroyer to complete three tours of duty with the United Nations in the

Far East. The *Athabaskan's* latest assignment was the longest put in by any RCN ship serving with the UN; her third tour lasted nearly 14 months, and during that time she spent approximately 270 days at sea.

For the *Crusader*, it was the commencement of her second operational tour in the Far East.

Early in January of 1954, the *Cayuga* reached the UN base in Japan to relieve the *Iroquois*. It marked the start of the *Cayuga's* third assignment in the theatre.

The *Iroquois* returned to Halifax via Singapore, the Suez and the Mediterranean, to become the third Canadian destroyer to complete the round-the-world circuit in the course of United Nations duties. (In this globe-trotting homeward voyage she was preceded by the *Nootka* in 1952, and the *Haida* in the summer of 1953.)

The *Haida* left Halifax on December 14, 1953, for her second "turn" with the UN fleet. She relieved the *Huron* early in February 1954.

The *Iroquois* relieved the *Crusader* in August, 1954; the *Huron* took over from the *Haida* in September, and the *Cayuga* was replaced by the *Sioux* in mid-December.

In line with a decision to reduce Commonwealth forces in the Far East by two-thirds, the *Huron* and *Iroquois* sailed for Halifax in company late in December via the Suez Canal and Mediterranean, arriving in Halifax in March, 1955.

The *Sioux* became the RCN's sole representative serving with UN naval forces in the Far East, her third tour ending with her return to Esquimalt on September 24, 1955.



A light for an elderly villager on a Korean island. (NK-1311)



Dear Mom and Dad — Things are kind of dull right now but . . . (AN-277)



Wonder whatever became of Alice? (SO-329)

MAN of the MONTH



CPO GORDON F. HALL

IN THE OPINION of the officers and men of the frigate *Jonquiere*, it would take a long search to find a shipmate as invariably friendly and helpful as Chief Petty Officer Gordon Frederick Hall whom they have chosen to be Man of the Month.

Born on May 29, 1925, in Stratford, Ontario, CPO Hall attended schools there and in August 1941 articulated as a machinist apprentice with the Canadian National Railways. Following his 18th birthday in 1943 he left this apprenticeship to enroll in the RCNVR in London, Ontario, as a Stoker 2nd Class.

During his first sea service, in the corvette *Amherst*, CPO Hall had an experience of the kind which has befallen many a young sailor, and the telling of this story seldom fails to bring a smile to the face of the listener and narrator alike.

After being assigned the job of messman to 19 chief and petty officers, Stoker Hall had successfully dished up his first meal at sea—notwithstanding the fact that at the time he was not feeling very well.

In due course, the cutlery, (the entire stock) was placed in the pan and washed after which the seedy messman lugged the dirty water to the upper deck for disposal. Just as the pan hovered over the chute, Stoker Hall had a premonition that all was not as it should be—and it wasn't. For, as the water surged out of the pan, there was a tell-

CHIEF DISCLOSES FATE OF AMHERST'S CUTLERY

tale clatter as soap, cloth, and nineteen settings of cutlery disappeared down the chute.

The members of the mess were not sympathetic listeners to the tale concerning the loss of all their cutlery. Tersely they informed the messman that before another meal was served they expected to see utensils on the tables and hinted darkly at horrible fates in store for the messman if this did not come to pass. After spending the next few hours in a frantic treasure hunt, Hall was at the appointed time able to furnish each diner with either a knife, fork or spoon!

CPO Hall was, he feels, not destined by fate to succeed in this role for soon afterwards another misadventure involving a ladder, loaded mess trays, some petty officers and himself brought this job to an abrupt end.

When the war in Europe was over, CPO Hall volunteered for service in the Far East and was accordingly drafted to *Cornwallis* for training in combined operations, but while he was taking this course VJ Day intervened. From August until September 1945, Hall served in the *Ste. Therese* and during that period was rated ERA 5th Class, the rank in which he left the RCNVR.

At *Discovery*, during his "out routine", an incident occurred which, according to CPO Hall confirmed his future plan to enter the RCN. While eating his last meal in barracks, CPO Hall entered into conversation with a youth who was just completing his first "in routine". When he found that it was Hall's last day in the Navy, the young man said: "You must be glad to get out". Somewhat perplexed at this statement coming from one who had just volunteered, CPO Hall asserted that he was not glad to be leaving and asked the reason for this peculiar remark. The lad then declared that from the time he had enlisted odd people had ventured to tell him that a sailor's life was pretty miserable.

CPO Hall took pleasure in countering the misinformation that this new entry had been given and assured the lad that the years he had spent in naval uniform had been enjoyable indeed.

After demobilization CPO Hall, always with the Navy in mind, completed his machinist's apprenticeship and on Labour Day, 1949, returned to *Discovery* as a P2ER3 in the RCN.

Following his re-entry, CPO Hall served in *Cornwallis* for six weeks before returning to the West Coast. At *Naden* while being instructed in power of command, he had an experience of the sort that few other men would contemplate telling with the amusement that CPO Hall exhibits as he relates this story.

One day, the entire ship's company at *Naden* had fallen in on the parade ground and when the battalion was dismissed, CPO Hall tripped, fell, and was trampled by men seeking to clear the parade. When the initial wave of humanity had passed, a number of slower people noticed him sprawled on the asphalt and teasingly encouraged him to get up. But, he couldn't. He had a broken leg.

Since that time, CPO Hall has served in four sea-going ships. The first was the *Ontario*, in which he went to Australia. A year later he was once more en route to distant areas of the Pacific, this time as a petty officer serving in the *Crusader* during her first tour of duty in the Far East. From October 1953 until August 1954, CPO Hall served for two periods in *Naden* and, during this latter draft there, was an instructor on a technical trades course.

When he was in *Discovery* carrying out his discharge routine from the RCNVR, CPO Hall met his future bride, and in 1946, following his return to Stratford and a lively correspondence, they were married. Now, CPO and Mrs. Hall and their family of one son and two daughters live in Victoria.

BALL ATTENDANCE EXCEEDS 700

More than 700 attended the annual Chief and POs ball in *Stadacona* gymnasium November 18. For the first time, Chiefs wore wing collars and bow ties, just to give a formal touch to the event.

In October, 23 former Chief and POs of the RCN were honoured with life memberships to the mess. Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, attended the mess dinner, assisting Cdr. Dunn Lantier, the honorary president, in presenting the membership pins.

Ex-members of the mess with 20 or more years of RCN service qualify for "life" pins. Former PO James Joslin, veteran of 37 years RN-RCN service, thanked the mess on behalf of the recipients.

OFFICERS AND MEN

Family, Home Lost by Fire

Ottawa's spate of winter fire fatalities claimed the lives of the wife and five children of Ldg. Sea. Arthur C. Estensen, a photographer attached to Naval Headquarters.

Fire destroyed his Westboro district house December 17, killing his 24-year-old wife, Florence, and three children. Twin daughters, born in November, died the day after the fire—one of the most tragic in years in the national capital. Estensen escaped and was treated for burns and severe shock suffered as he vainly tried to rescue his family, of which he was the only survivor.

The RCN Benevolent Fund was quick in offering its assistance and Headquarters personnel, assisted generously by public donations, set up a substantial fund to rehabilitate the destitute sailor.

Former "Tel" Now Officer

The promotion of Petty Officer Norman A. Prowse, 26, of Cluny, Alberta, to the rank of acting sub-lieuten-

ant was announced by Naval Headquarters.

Born November 24, 1929, in Cluny, Sub-Lt. Prowse entered the Royal Canadian Navy in Calgary in March, 1948, as an ordinary telegraphist.

Since then he has served in various shore establishments, the aircraft carrier *Magnificent*, the cruiser *Quebec*, the destroyer escort *Huron* and the Algerine coastal escort *New Liskeard*.

Sub-Lt. Prowse was taking training courses in the United Kingdom at the time of his promotion.

Promotion for Petty Officer

Naval Headquarters has announced the promotion of Petty Officer York Brace, 24, to the rank of acting sub-lieutenant (Supply).

Sub-Lt. Brace was born in Vancouver on January 10, 1932, and was living in Winnipeg when he entered the RCN as an ordinary seaman in June, 1950. Since then he has served in east and west coast training establishments and in the cruiser *Ontario*.

In June, 1955, he graduated from the RCN Preparatory School, Esquimalt, B.C., where he qualified academically for promotion to commissioned rank.

Following his promotion, Sub-Lt. Brace was appointed to HMCS *Hochelega*, the Naval Supply Centre, Montreal, for further training.

Officer Named To Dockyard Post

Cdr. (L) Donald Clark has been appointed to the staff of the Commodore Superintendent, Pacific Coast, as Manager Electrical Engineering, HMC Dockyard, Esquimalt.

He succeeds Captain (L) Stuart E. Paddon who became Deputy Superintendent and Co-Ordinator Refit and Repair, Pacific Coast, and Deputy Superintendent, HMC Dockyard, Esquimalt, last December.

New Head for 'Copter Squadron

The appointment of Lt.-Cdr. Rodney V. Bays, as commanding officer of Helicopter Squadron 21, based at *Shearwater*, was announced.

He succeeded Lt.-Cdr. John H. Beman who was appointed Helicopter Liaison Officer on the staff of the Naval Member, Canadian Joint Staff, Washington, D.C.

Ontario Has New Engineer Officer

Cdr. (E) John C. Chauvin who has been Assistant Principal Naval Overseer, Montreal Area, since November, 1950, has been appointed engineer officer of the *Ontario* and took up his new duties on January 7, 1956.

He succeeded Cdr. (E) William C. Patterson.

Cdr. (E) Robert J. Craig succeeded Cdr. Chauvin in his Montreal appointment.

Dockyard Party Held in Scotian

Civilian employees of HMC Dockyard, Halifax, held their annual Christmas party on December 22 in the gymnasium of HMCS *Scotian*. Santa Claus was present and the many guests enjoyed dancing and refreshments.

During the party a presentation ceremony took place when the employees



Away from the cares of office, His Worship the Mayor of Shannon Park sits back and relaxes while Judith, one of his five beautiful daughters, reads to him. Around the turn of the year Petty Officer Terrance Gollinger was elected "mayor" of the 500-family naval community adjacent to Dartmouth, N.S. Showing varying interest in the story are, from left, Maureen, Coleen, PO Gollinger, Judith, Nancy, Mrs. Gollinger and Patricia. (HS-40101)

HALF-YEARLY PROMOTIONS LIST

The names of 29 officers are contained in the half-yearly promotions list of the Royal Canadian Navy. The regular force is represented by 18 members and the Royal Canadian Navy (Reserve) by 11. The list of those promoted follows:

ROYAL CANADIAN NAVY

To be Captain (1)

Acting Captain James Charles Pratt, Director of Personnel (Officers), Naval Headquarters.

To be Commander (7)

Lieutenant-Commander Ian B. B. Morrow, on staff of Flag Officer Atlantic Coast as Staff Officer (Plans).

Lt.-Cdr. Charles Edward Richardson, commanding officer, HMCS *Athabaskan*. (Now Reserve Training Commander, West Coast.)

Lt.-Cdr. Wylie Carlyle Spicer, Directorate of Torpedo Anti-Submarine Warfare, Naval Headquarters.

Lt.-Cdr. James Brant Fotheringham, on flying courses in United Kingdom.

Lt.-Cdr. Douglas Seaman Boyle, Deputy Director of Naval Training, Naval Headquarters.

Acting Commander Noel Cogden, Assistant Chief of Staff (Air) to Flag Officer Atlantic Coast.

Lt.-Cdr. Raymond A. B. Creery, HMCS *Magnificent* as Staff Officer (Operations) to Senior Canadian Officer Afloat.

To be Captain (E) (1)

Cdr. (E) James Stuart Ross, Senior

honoured Rear-Admiral (E) and Mrs. W. W. Porteous with gifts before their departure for Ottawa where Rear-Admiral Porteous took up the appointment of Chief of Naval Technical Services in January.

Trade Group III

Courses Completed

AB Fernand R. Edmond led his class with an average of 87 per cent in the trade group three qualifying course for Radio Technician (Air) (Detection) that ended November 10, 1955, at HMC Electrical School in *Stadacona*.

AB Stewart K. Baker's 79.5 per cent average placed him at the head of the trade group three qualifying course for Electrical Technician (AE), completed November 25.

Observer Mates

Learn Electronics

The mass of electronic equipment packed into the CS2F, the twin-engined

Assistant Engineer-in-Chief, Naval Headquarters.

To be Commander (E) (4)

Lt.-Cdr. (E) Alfred Horace Kerley, Ottawa, on staff of Engineer-in-Chief, Naval Headquarters.

Lt.-Cdr. (E) Arthur James Geraghty, HMCS *Ontario*. (Now Deputy Assistant Chief of Naval Technical Services (Air) Naval Headquarters).

Lt.-Cdr. (E) James Harold Johnson, Deputy Director of Air Engineering, Naval Headquarters.

Acting Cdr. (E) Kenneth Ewart Lewis, Officer-in-Charge, Mechanical Training Establishment, and Engineer Officer, HMCS *Stadacona*, Halifax.

To be Captain (L) (1)

Acting Captain (L) Stuart Edmund Paddon, Deputy Superintendent and Co-Ordinator Refit and Repair, Pacific Coast, and Deputy Superintendent, HMC Dockyard, Esquimalt, B.C.

To be Commander (L) (1)

Lt.-Cdr. (L) Douglas Clare Waring, Electrical Officer, HMCS *Labrador* (Now Assistant Engineer-in-Chief (Trials), Naval Headquarters).

To be Surgeon Commander (1)

Surgeon Lt.-Cdr. Walter Morrison Little, RCN Hospital, Halifax.

To be Constructor Commander (1)

Constructor Lt.-Cdr. David Ian Moore, on staff of Naval Constructor-in-Chief, Naval Headquarters.

To be Ordnance Commander (1)

Ordnance Lt.-Cdr. Hugh Anthony Leonard, Staff Officer (Ordnance) to the Naval Member, Canadian Joint Staff, Washington, D.C.

anti-submarine aircraft which is being introduced into the RCN, means that observer mates are going to have to bone up on electronics.

Changes have been made in syllabi for all trade groups to place greater emphasis on electronics. The first men to feel the effect of the change were the members of the No. 9 Observer Mate TG2 Course, which began last fall at *Shearwater*.

PO Second in U.S. Naval Class

The graduation of PO Richard H. Applejohn, 28, of Aylmer East, Que., from a clinical laboratory technique course held in the U.S. Naval Medical Centre in Bethesda, Maryland, was announced by Naval Headquarters.

At a diploma presentation, held in early December, PO Applejohn ranked second in a class of 61 graduates with an average of 91.4 per cent. He was highly commended for his fine per-

ROYAL CANADIAN NAVY (RESERVE)

To be Commander (5)

Acting Cdr. Denis J. P. O'Hagan, commanding officer, HMCS *Scotian*, Halifax.

Acting Cdr. Reginald George Stapley, executive officer, HMCS *Chippawa*, Winnipeg.

Lt.-Cdr. Joseph Roberts, HMCS *Discovery*, Vancouver.

Acting Cdr. William Haggett, commanding officer, HMCS *Queen*, Regina.

Lt.-Cdr. Andrew William Ross, executive officer, HMCS *Discovery*.

To be Acting Commander (1)

Lt.-Cdr. John Nantes Kenny, commanding officer, HMCS *Queen Charlotte*, Charlottetown.

To be Commander (E) (1)

Lt.-Cdr. (E) Henry Urquhart Ross, commanding officer, University Naval Training Division, University of Toronto.

To be Commander (L) (2)

Lt.-Cdr. (L) Campbell Young Spratt, HMCS *Malahat*, Victoria.

Lt.-Cdr. (L) Gilbert Frank Vail, commanding officer, University Naval Training Division, Dalhousie University, St. Mary's University and Nova Scotia Technical College, Halifax.

To be Chaplain, Class IV (1)

Chap. (P) Class III Waldo E. L. Smith, HMCS *Cataragui*, Kingston.

To be Surgeon Commander (1)

Surgeon Lt.-Cdr. Nelson Boright Reilly, HMCS *Malahat*.

formance and outstanding scholastic achievement at the Naval Medical Centre.

PO Applejohn is married and has two children. His parents, Mr. and Mrs. R. M. Applejohn, reside in Aylmer East.

Commenting on PO Applejohn's success in the course, the National Naval Medical Centre News said he had set a fine example during his stay in Bethesda.

"Finishing second in the class and serving as class vice-president were just two of the things Applejohn did in demonstrating how well two great Navies can work together as one team."

Air Student Commended

For outstanding performance of his duties as a student naval aviator at Whiting Field, Milton, Florida, Sub-Lt. Thomas H. Copeland, RCN, was last

November awarded a certificate of commendation and selected as student of the week, November 21-28.

Sub-Lt. Copeland, whose home is in Halifax, had earlier graduated from the Naval Pre-Flight School at Pensacola, Florida, and received primary flight instruction at Whiting Field.

He joined the RCN as a naval airman in 1949 and has flown for three years (600) hours as an observer mate. He was selected for pilot training in 1954 and promoted to midshipman (air) in November of that year.

Naval Defence Conference Held

Exploration of the possibility of establishing medical teams in the Royal Canadian Navy (Reserve) on a semi-active basis was proposed at the annual meeting of the Naval Defence Conference at Naval Headquarters on December 2.

The conference, sponsored by the Naval Officer's Associations of Canada, was under the chairmanship of T. R. Durlley, Montreal, president of the Dominion Council of the NOAC. Retired naval officers from across Canada attended, among them Rear-Admiral Walter Hose, former Chief of the Naval Staff.

The proposed medical teams, made up of a medical doctor, nurses and orderlies, would not only be available for duty in the event of mobilization, but would also form organized groups which could serve their communities in time of natural disaster or surprise attack. Other specialists, with training suited to service or civil defence needs, could be similarly recruited, the conference suggested.

Second Invention Brings Cash Award

A cheque has been awarded by the Department of National Defence to Acting Cd. Airman (AO) Paul Joseph Brunelle, in appreciation of his design enabling Sea Fury fighters to catapult from aircraft carriers with sleeve targets in tow.

His modification has been adopted in the RCN for all Sea Furies, according to a letter of commendation sent to him by the Naval Secretary.

Mr. Brunelle is the first serviceman to receive two financial rewards for constructive suggestions to better service equipment. In 1952 he designed a cutter device in rocket firing assemblies of Avenger anti-submarine aircraft.

Mr. Brunelle's latest device enables an aircraft carrier to catapult target-towing Sea Furies instead of launching them in the conventional manner. In certain instances, the catapult would be a preferable means of getting a fast-

moving target aloft for benefit of the carrier's guns' crews and those of other ships in company.

His earlier device sheared off the electrical fixture providing the impulse charge to rockets, once they had been fired. Before his cutter was incorporated in Avengers, remnants of the fixture, after firing, banged against the underside of the mainplanes, causing damage.

Mr. Brunelle developed the devices while a petty officer and chief petty officer in the 30th Carrier Air Group. As an air ordnanceman, he serviced aircraft armament and ordnance installations, including various types of aircraft target towing equipment.

Scholarship for RCN(R) Officer

On his way to France to take up a French government scholarship appointment, Lieut. (SB) Fred W. Denton, RCN(R), who had been serving on the staff of the Command Personnel Officer, *Stadacona*, sailed from Montreal in early autumn.

Lieut. Denton holds a master of arts degree from Acadia University, Wolfville, N.S., and served for two years as Staff Officer, UNTD, at Mount Allison University, Sackville, N.B. He has received the appointment of Assistant *Etranger de Cours Complémentaire*, at Rennes, France.

Cdr. Booth New Athabaskan CO

Cdr. Philip Sydney Booth, who has been Director of Torpedo Anti-Submarine and Mine Warfare at Naval Headquarters for the past two-and-a-half years, took command of the *Athabaskan* on January 11.

Succeeding him in his former appointment is Captain Patrick F. X. Russell, of Halifax, who took up his new duties on January 4.

Cdr. Angus H. Rankin, succeeded Captain Russell on December 19 as the RCN Director of the Joint RCN-RCAF Maritime Warfare School at Halifax.

Dundalk Sailor Rescues Officer

A crew member of the naval oiler *Dundalk* was the hero of a Halifax harbour rescue on November 30 when he sprang into the chill water to assist a naval officer whose car had plunged from a jetty into 22 feet of water.

Rescued was Lieut. (S) A. H. MacLeod, supply officer at HMCS *Scotian*, who had been making end of the month payment on board the *Quinte*, tender to *Scotian*, when he received an urgent call to see a sick relative in hospital.

Unfamiliar with the jetty where the *Quinte* was secured, Lieut. MacLeod missed a turn and the car went over the side. He forced his way out of the car and reached the surface dazed and helpless. Lyle Rose, of the *Dundalk* unhesitatingly jumped to his assistance and helped him to a log fender from where he was hoisted by rope.

Lieut. MacLeod was taken to hospital suffering from shock, but was released the following morning.

Naval divers quickly located the car and it was raised within an hour of the accident by a dockyard crew under the direction of Herman Baker, dockyard bos'n.

WEDDINGS

Wren A. D. Fenwick, *Naden*, to Ordinary Seaman J. A. Rait, *Naden*.

Able Seaman Maurice Goyette, *Quebec*, to Miss Angeline Bergeron, Granby, Que.

Lieutenant R. M. Lester, *York*, to Miss Caroline Watson, Toronto.

Lieutenant (MN) Mary Ann Markham, *Naden*, to Lieutenant R. D. C. Sweeney, *Stettler*.

Commander (E) Raymond J. McKeown, *Quebec*, to Miss Margaret Eaton Small, Halifax.

Able Seaman Donald F. Mitchell, *Quebec*, to Miss Doreen Davies, Windsor, Ont.

Sub-Lieutenant Ian R. Munro, *Comox*, to Miss Thomasina McCrossan, Victoria.

Able Seaman Bruce Murch, *Naden*, to Miss Arla Jean Cummings, Duncan, B.C.

Able Seaman A. J. Reilly, *Naden*, to Miss Aline Robidoux, North Bay, Ont.

Lieutenant R. F. Smyth, Royal Military College, to Miss Jean MacLeod, Halifax, N.S.

AB H. C. Walker, *Naden*, to Miss Jeannine LaRivière, Vancouver.

BIRTHS

To Able Seaman Garry Anderson, *Naden*, and Mrs. Anderson, a son.

To Petty Officer R. G. Arnold, *Naden*, and Mrs. Arnold, a daughter.

To Leading Seaman George Boynett, *York*, and Mrs. Boynett, a son.

To Lieutenant J. J. Brooks, *Comox*, and Mrs. Brooks, a daughter.

To Able Seaman Thomas Buxton, *Naden*, and Mrs. Buxton, a daughter.

To Surgeon Lieutenant Ian Clemes, *York*, and Mrs. Clemes, a daughter.

To Petty Officer Norman Cormier, *Naden*, and Mrs. Cormier, a daughter.

To Petty Officer Robert Day, *Naden*, and Mrs. Day, a son.

To Leading Seaman Jack Fair, *Naden*, and Mrs. Fair, a son.

To Leading Seaman N. R. Filleul, *Naden*, and Mrs. Filleul, a son.

To Lieutenant R. G. Guy, *Griffon*, and Mrs. Guy, a daughter.

To Petty Officer W. J. Hopkins, *Naden*, and Mrs. Hopkins, a daughter.

To Lieutenant J. P. Jones, *Scotian* and Mrs. Jones, a daughter.

To Lieutenant-Commander John P. Keeling, *Quebec*, and Mrs. Keeling, a son.

To Petty Officer David Kelly, *Naden*, and Mrs. Kelly, twin daughters.

To Petty Officer D. C. Macauley, *York*, and Mrs. Macauley, a daughter.

To Petty Officer Milton K. Mason, *Quebec*, and Mrs. Mason, a daughter.

To Lieutenant-Commander (SB) A. E. M. Morbey, Naval Headquarters, and Mrs. Morbey, a son.

To Petty Officer C. A. O'Leary, *Scotian*, and Mrs. O'Leary, a daughter.

To Able Seaman Douglas Phillips, *York*, and Mrs. Phillips, a son.

To Leading Seaman Timothy Phillips, *Naden*, and Mrs. Phillips, a son.

To Able Seaman C. D. Reeves, *Comox*, and Mrs. Reeves, a daughter.

RACING WITH PICKLE

Heavy Weather Yacht's Forte

THE NAVY had done it. Macnab's Island was falling astern, Chebucto Head looming to starboard. Two days before it had seemed a flight of fancy to picture this craft on an ocean trip, let alone in an ocean race, but electricians, mechanics, riggers, painters, suppliers had swarmed over her. The day of departure had come and the *Pickle's* sails had filled for the first time in a breeze, light but enough to fill the main on its 67-foot tall stick.

I was lying up forward; the bow wave made a gentle chuckling sound; I scraped woodwork, trying to meet that nice point where just sufficient motion is apparent to avoid a challenge. Thoughts were of the *Pickle*, the beautifully sleek, 58-foot yawl sailing down to Manchester, near Boston, to race back to Halifax, and of the peculiar name of a craft so lovely.

But there was a reason for it. The first *Pickle* had been a speedy schooner originally named "*Sting*". Part of Nelson's fleet a century and a half ago, while scouting she had learned the whereabouts of Villeneuve and his fleet, had alerted Nelson when the enemy came out for Trafalgar. Basically a messenger, not a fighter, the *Pickle* nonetheless had shown her pluck that day. While the *Achilles*, a French ship of the line, lay burning, her exploding magazine dealing death to her crew,

the *Pickle* had come alongside and taken off 68 members of the *Achilles'* crew, transferring them to other craft.

Probably one should say 67 of the crew because one of the rescued was the wife of the captain of the *Achilles*. Her flaming clothing had been torn off, and she came aboard the *Pickle*, tradition says, nude. The crew gave shirts from which temporary clothing was fashioned for the lady, but history does not tell us the speed of the needlework in this particular "make and mend".

In any event, the battle over, the *Pickle* was despatched home, bearer of a message of victory and tragedy to a waiting England.

"Maggie" men, too, might honour the *Pickle* because, the year before Trafalgar, she rescued the crew of the first *Magnificent* when she went aground off Brest.

The new *Pickle* is a prize from the German navy. She spent some time in England and, early in 1955 was placed in the hands of HMCS *Shearwater*. It was a lucky move for her. There was Cdr. George M. Wadds, a yachting enthusiast. His staff included Lt.-Cdr. Edward Wiggs. This pair for a month deserted wives, families and friends, and, when duty permitted, with others worked through the days and half the nights to transform the neglected duckling into what is probably the most beautiful

A distant relative of the sailing ship with the power to create its own breezes flies jauntily past the becalmed *Pickle* off the Nova Scotian shore near the RCN Air Station. The picture shows the clean, speedy lines of the former German yacht. (DNS-14245)



His Worship the Author

The author of this account of the yacht *Pickle's* participation in the Manchester-Halifax race last summer is unique among *Crows-nest* contributors. For one thing, he is a landsman; for another, he is His Worship the Mayor of Halifax, Leonard A. Kitz.

Mayor Kitz is well known among sailors as a friend of the service. Scores of them have enjoyed the hospitality of his home. This stems from the plain, ordinary goodness of his heart, rather than his background, for during the Second World War he was a captain with the Princess Louise Fusiliers in Italy.

He has said that this is his first and last venture into print, but let us earnestly hope that this is not so.

yawl in all Canada. (A minimum budget was allowed, and so, I gather, during this particular refit the word "scrounge" took on a newer, subtler meaning.)

Now, after this refit, the *Pickle* was ready. Clear of Chebucto Head, under blue skies and with a moderate breeze, she leaned slightly. We were away, a new and untried crew promptly put to learning the ways of the yawl and each other. Cdr. Wadds was skipper. Captain (S) T. F. T. Morland, an old hand at ocean racing, made us jump to stays, winches and sheets. Of our crew, young AB J. R. MacFarlane showed a special eagerness, wrestling with recalcitrant electrical apparatus, bilge pumps and, generally, making the unworkable work. Lt.-Cdr. Wiggs, with long sailing experience and obvious ability, was a tower of strength looking after the forward sails.

On the second day we got a blow. On a regular ship a 35-mile wind is taken in stride; on a craft like the *Pickle*, built for racing, it's an experience. Hot food was out. The physical strain of holding oneself upright was a trying chore. Sheets of chill spray with unerring aim found the unprotected part. No one stayed dry. The man at the wheel anticipated, as best he could, the power of the combers that tried to knock us off course. The demands of sails, with new rope to cope with, allowed the crew little time off during the two-day head wind that harried us across Fundy, yet an equal time was spent with the sails almost motionless. Finally, however, we entered the pleasant waters of Massachusetts Bay

to spend two days before the race, enjoying open-handed American hospitality.

Finally came the starting gun and a score of speedy vessels were under way. The *Tuna* and *Grilse* like ourselves were entries from the Royal Canadian Naval Sailing Association, the *Calypso*, a fine yawl, from Halifax's Royal Nova Scotia Yacht Squadron. Twelve hours later it was *Pickle* weather, heavy weather where size helped. The wind had risen to 30-35 knots. Combers on her port bow rolled green water aft and, as night came, the wind increasing still, we waited word to reef. No order came. Cdr. Wadds, hunched in the cockpit, his eye carefully watching the stick, carried all sail. Under full working canvas, the *Pickle* charged, her starboard rail awash for hours as we swept through the night. Later we learned that most had reefed sail, a few indeed had carried little more than bare stick. One of the smallest craft returned to harbour.

At dawn no other boats were to be seen and we felt we were up to the leaders or ahead. Certainly, none could have driven harder than the nine to nine-and-a-half knots we had been logging. The crew, tired, cold and wet, was cheered.

Hardly a bunk was dry, not that these ever were empty. Every four hours a new occupant took his spell in one while his opposite number roused out, went back to the job. The craft, sailing beautifully, bucked to and fro and, un-

der full canvas, rode at such an angle that for two days, a pot wouldn't stay upright. Then, as the wind eased, the great *Genoa* was set and, as the wind drew astern, the spinnaker, 2,280 square feet of canvas against the mainsail's 860 feet, was freed to reach beyond the bow like a great scoop.

As we approached the Nova Scotian coast, sights were taken, Seal Island lay to port and, with some misgivings, we found that we were a bit too far north. In the great bustle of departure dozens of checks had been made. The compass had been swung but, on this course, it was a few degrees out. There we were, as a result, caught in the swift, outgoing Fundy tide. It was a hard blow.

Ironically, if we had hit there with an incoming tide, rather than the one we faced, the four knots flow would have rounded to our advantage. As it was, though we swung to starboard, we lost hours—and as we learned later, lost the race there.

Passing Cape Sable, Lockeport, Mouton Island and Ironbound, we closed to home off Pennant, in to the lightship off Halifax Harbour mouth. There, having seen no sail for days, we joined three other craft, the four of us rounding that marker in as many minutes.

We finished going well, leaving the three astern. The great sailing ability of the *Pickle* had been proved. It had been a wonderful trip. We hadn't won, but it had been a great race.—L.A.K.

RETIREMENTS

CPO Charles Thomas BURGESS, 42, C1ET4, Selson, Sask., and Halifax, N.S., joined November 25, 1929; served in *Naden*, *Vancouver*, *Skeena*, *Nootka*, *Ottawa*, *Assiniboine*, *Niobe*, *HMS Marlborough*, *Athabaskan*, *Peregrine*, *Stadacona*, *Uganda*, *Rockcliffe*, *Haida*; awarded Long Service and Good Conduct Medal; retired November 24, 1955.

CPO Alexander A. CAMPBELL, 49, C1ER4, Winnipeg and Halifax; joined May 2, 1932; served in *Stadacona*, *Champlain*, *Saguenay*, *St. Anne*, *Prince David*, *Annapolis*, *Avalon*, *Niobe*, *Scotian*, *Magnificent*, *La Hullose*, *Haida*, *Wallaceburg*; awarded Long Service and Good Conduct Medal; retired December 11, 1955.

CPO Edward GLOVER, 44, C1EM3(NQ), of Hamilton, Ontario, joined October 5, 1931; served in HMC Ships *Stadacona*, *Saguenay*, *Festubert*, *Fundy*, *Gaspé*, *Assiniboine*, *Kenogami*, *Orillia*, *St. Laurent*, *Avalon*, *Oshawa*, *Peregrine*, *Ungava*, *Scotian*, *Shearwater*, *Cayuga*, *Ontario*, *Naden*; awarded Long Service and Good Conduct Medal; retired October 4, 1955.

CPO Duncan MacFARLANE, 42, CIV14, of Verdun, P.Q., and Carp, Ontario, joined January 22, 1931; served in HMC Ships *Naden*, *Skeena*, *Stadacona*, *Fraser*, *Saguenay*, *Vancouver*, *Restigouche*, *Avalon*, *St. Hyacinthe*, *Columbia*, *Stora*, *Scotian*, *Cornwallis*, *Bytown*; awarded Long Service and Good Conduct Medal; retired September 28, 1955.

CPO Cassam MacIver MARLIN, 42, C1R14 of Barrie and Ottawa, Ontario, joined September 23, 1929; served in HMC Ships *Stadacona*, *Saguenay*, *Champlain*, *Gaspé*, *St. Laurent*, *Restigouche*, *Assiniboine*, *Bytown*, *Givenchy*, *Swansea*, *Naden*, *Scotian*; awarded Canadian Forces Decoration; retired September 23, 1955.

CPO Malcolm Grant MEREDITH, 37, C2Q14, of Seal Island and Dartmouth, N.S., joined September 27, 1935; served in HMC Ships *Stadacona*, *Champlain*, *St. Laurent*, *Saguenay*, *Restigouche*, *Naden*, *Skeena*, *Bittersweet*, *Saskatoon*, *Ungava*, *Peregrine*, *Kentville*, *Iroquois*, *Eastore*, *Scotian*, *Huntsville*, *Cornwallis*, *Shearwater*, *Wallaceburg*; awarded Canadian Forces Decoration; retired October 1, 1955.

CPO Samuel Forrester MURDOCK, 46, C1TA4, of Halifax, N.S., joined October 6, 1930; served in HMC Ships *Stadacona*, *Champlain*, *Festubert*, *Saguenay*, *Niobe*, *Vison*, *Cornwallis*, *Peregrine*, *Warrior*, *Nootka*, *Wallaceburg*, *Iroquois*; awarded Long Service and Good Conduct Medal; retired October 5, 1955.

CPO Donald Wentworth WARING, 42, C1R14, of Castor, Alta., joined May 27, 1935; served in HMC Ships *Naden*, *Vancouver*, *Stadacona*, *Gaspé*, *Skeena*, *St. Hyacinthe*, *Venture*, *Avalon*, *Assiniboine*, *Givenchy*, *Burrard*, *Uganda*, *Rockcliffe*, *Cedarwood*, *Ontario*; awarded Canadian Forces Decoration; retired June 10, 1955.

HMCS CAPE BRETON



Ship's Badge Derivation

Originally constructed and loaned to the Royal Navy as a maintenance vessel, HMCS *Cape Breton* lies alongside a jetty in the Dockyard at Halifax where her extensive shops are used to train engineering branch apprentices.

Commissioned on January 31, 1953, she had the unique distinction of being the first ship in the Royal Canadian Navy to be commanded by an officer of the engineering branch.

The spur gear, which forms the central theme of the ship's badge is a reference to her engineering role. The arrow-shaped objects pointing toward the centre are "ermine" and are derived from the arms of Brittany, which are simply a shield of ermine. Cape Breton Island received its name from the fishermen and later settlers who came from Brittany. The thistle refers to the Scottish settlers who arrived later when Canada came under British rule. The complete design is set against a blue field which, of course, refers to the sea.

Blazon

Azure, a spur gear argent charged with a device consisting of three ermine spots conjoined in trefoil fashion in the centre, one pointing to the dexter base and one to the sinister base sable, and between them issuing from the centre three thistle blooms proper.

SHIP'S COLOURS: White and Black.

CAPTAIN PLOMER BECOMES DCNP

Captain James Plomer became Deputy Chief of Naval Personnel on January 21, with the acting rank of Commodore in the appointment.

He succeeded Captain Harold V. W. Groos, who has been appointed commanding officer designate of the Bonaventure, now building at Belfast, Northern Ireland.

Captain Plomer has just completed a course at the Imperial Defence College.

THE NAVY TO THE RESCUE IN 1955

Mercy Missions Undertaken by Air, Sea and Land

*The quality of mercy is not strain'd
It droppeth as the gentle rain from
heaven
Upon the place beneath.*

SHAKESPEARE could never have foreseen it, but in this day and age mercy also "droppeth" as a naval helicopter with great frequency and under a wide range of circumstances.

Last year was a remarkable one in the history of the Royal Canadian Navy for the number of rescue and mercy missions performed in the absence of any great natural disaster to compare with the Fraser Valley and Red River floods of some years back, or Hurricane Hazel of late 1954.

How many persons owed their lives or well-being to the Navy's helping hand has not been computed, but they were numerous and they, included Eskimos, Greek sailors, hunters, children, lighthouse keepers and others.

On the wastes of Southampton Island in the Arctic a naval helicopter sought and found an American soldier who had lagged behind his companions and become hopelessly lost. On the prairies, in sub-zero weather, naval divers descended through the ice to search lake bottoms for the victims of air crashes. In the open sea warships of the Royal Canadian Navy sped to the assistance of other ships in distress.

The *Kismet II* hard aground against the cliffs of Cape Breton Island. Note the overhang of the cliff by the ship which made it impossible for the crew to escape by means of a line lowered from the cliff's top. The photo was taken from an RCN Avenger aircraft. (DNS-15093)



In every instance where a call for help was answered, the Navy was justified in its confidence that the courage, determination and skill of its officers and men would be adequate to each situation as it arose.

Some of the year's events called for qualities of fortitude and devotion to duty usually only associated with action in the face of the enemy and, before the year ended, some of these had been recognized by awards and commendations by Her Majesty the Queen.

ON THE LAST day of the year, it was announced that Her Majesty had been pleased to approve the award of the George Medal to Lieut. Douglas A. Muncaster for his rescue in March 1955 of a fellow naval flyer from a crashed and burning aircraft near the RCN Air Station at Dartmouth. The medal is awarded for brave conduct on land or at sea or in the air not in the presence of the enemy, or for gallantry in saving life.

On the afternoon of March 9, Lt.-Cdr. Roger Fink, pilot, and Lieut. Muncaster, co-pilot, were in the helicopter circuit in a Bell helicopter when they heard a control tower transmission: "All aircraft on Baker, orbit." Fifteen seconds later they learned from the tower that an aircraft had crashed near the Air Direction Centre, in a heavily wooded area about a mile south of the

airfield. The helicopter arrived over the scene about three minutes after the crash.

The aircraft, a Sea Fury piloted by Sub-Lt. J. V. Searle, had broken in two, with the forward section inverted and on fire.

Lt.-Cdr. Fink was unable to land the helicopter owing to the density of the trees and bush. He hovered about 50 yards from the aircraft and Lieut. Muncaster leaped to the ground from a height of about eight feet. As he ran toward the plane one of the fuel tanks exploded.

On nearing the scene, Lieut. Muncaster heard sounds from the cockpit and realized that Sub-Lt. Searle was alive and conscious. The cockpit canopy, jammed against the ground, was partially open, but not sufficiently for an exit.

Unable to make an opening in any other way, Lieut. Muncaster picked up a rock and smashed a hole in the perspex. By this time the flames had reached the cockpit and there was every chance the remaining fuel tanks would go up.

Sub-Lt. Searle had managed to remove his helmet and parachute and forced his head and shoulders through the hole in the perspex. After a considerable struggle, Lieut. Muncaster extricated the pilot, who had already suffered burns.

By this time the aircraft was burning furiously and only moments later the remaining fuel tanks exploded. The two officers followed a trail to a narrow road about a mile away where Lt.-Cdr. Fink had landed. Sub-Lt. Searle was flown to station hospital and the helicopter returned later for Lieut. Muncaster.

L T.-CDR. FINK, who had built himself a tremendous reputation as a fixed-wing pilot during NATO exercises, was to figure again late in the year in a rescue drama that hit the front pages throughout Canada and the United States.

This was the rescue of the 21 members of the crew of the Liberian freighter *Kismet II*, hard aground and breaking up at the foot of a towering cliff at the northern end of Cape Breton Island.

The *Kismet* sent out a distress call on the morning of Friday, November



To Lieut. Douglas Muncaster, the George Medal for rescuing a naval pilot from a burning fighter plane. (DNS-3951(A))

26. During the night, while repairs were being made to damaged steering gear, she had drifted onto the rocks below a 900-foot cliff a few miles from Cape St. Lawrence and was resting only 25 feet from the overhanging cliff face, her engineroom holed and steam shut down. In calm weather, the crew could have walked ashore, but the ship was buffeted by a snow-filled gale and thunderous waves filled the boats when the seamen attempted to turn them out. Hopeless efforts were made to get lines to the cliff top; their rockets would barely soar that high.

Their calls for help had been heard, and the 30-hour operation that was to bring them to safety was already under way.

All such air-sea rescue operations are directed by the Rescue Co-ordination Centre at the Royal Canadian Air Force Maritime Headquarters in Halifax and the rescue effort was to involve the RCN, the RCAF, the RCMP, Canadian National Telegraphs personnel, numerous amateur radio operators across Canada, civilians along the coast and elsewhere, and two merchant vessels. The RCN auxiliary vessel *Eastore*, near Sydney at the time, was ordered to the area.

RESCUE OPERATIONS were organized at Bay St. Lawrence, a tiny hamlet and site of a CN Telegraphs relay station, about ten miles from the grounding. There were no telephones. Mr. and Mrs. Mel Smith, residents of Bay St. Lawrence, and both of them accomplished amateur radio operators, were to send and receive hundreds of messages in conjunction with the Cape

Breton Emergency Amateur Operators Radio Network, some of them relayed as far as Manitoba. The CNT facilities were swamped.

An RCN helicopter was ordered to the area and, after a stop at Sydney for fuel, reached Bay St. Lawrence. A short time later an RCAF Dakota from Greenwood was flown to Halifax and loaded with breeches buoys, lines and other rescue equipment. Herman Baker, Dockyard bos'n, and Allan Snook, assistant bos'n, flew north with it to Sydney, where the equipment was transferred to a truck. Other gear was drawn at Point Edward Naval Base and, led by RCMP Inspector J. A. Henry and headed by a snow plow, the convoy started over the Cabot trail. They were stopped short of their goal by narrow mountain roads, covered with ice, and small, unsafe bridges. The journey had to be completed on foot.

Offshore, the tanker *Irving Lake* and merchant ship *Bercharmaine* waited for weather to moderate so they could send away boats or otherwise assist.

On Friday afternoon the Navy's Sikorsky, piloted by Lt.-Cdr. John Beeman, commanding officer of HU 21, the helicopter utility squadron at *Shearwater*, with Lt.-Cdr. Fink as co-pilot and crew members PO Lawrence Vipond and AB Paul Smith arrived at the scene.

A heavy gale was whipping along the face of the cliff. Snow showers reduced visibility at times to less than half a mile.

Lt.-Cdr. Beeman was not long in learning that the gale, blowing parallel to the cliff, had created terrific air tur-

bulence. As it flew shoreward, the helicopter suddenly dropped about 500 feet, almost to the waves, and just as suddenly was tossed aloft again. Any effort to approach the ship could only result in the machine being smashed against the cliff face or thrown into the sea.

THE HELICOPTER returned to Sydney where the crew rested overnight and took off in the early morning to look into chances of approaching the ship. The wind was still blowing at from 25 to 45 knots, but it had shifted slightly—perhaps not more than ten degrees—but there was a chance there might be relatively smooth air near the ship in the lee of the cliff.

Lt.-Cdr. Beeman made a test run close to the surface and found that this conjecture was true and he hovered near the stern of his ship while his crew indicated by chopping motions with their hands that they wanted a landing space cleared.

The seamen flew to work with axes, saws and hammers, chopped down the after binnacle, ripped away the guard rails and in five minutes had cleared the poop deck of all top hamper.

The helicopter slipped in sideways and touched three wheels to the deck, balancing there with power on. Four fingers were held up to indicate the number of passengers which could be taken.

"You could count in seconds the time the men took to get aboard," Lt.-Cdr. Beeman said afterward. "They were in there like jackrabbits."

That was trip No. 1, and Lt.-Cdr. Fink and PO Vipond were left behind

The blazing *Sea Fury* from which Lieut. Douglas Muncaster dragged Sub-Lt. J. V. Searle. (DNS-13532)





Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, extends his congratulations to the helicopter personnel who rescued 21 Greek seamen from the stranded *Kismet II*. They are, from left to right, AB Paul Smith, PO Lawrence Vipond, Lt.-Cdr. Roger Fink and Lt.-Cdr. John Beeman. (DNS-15118)

at Bay St. Lawrence to make more room on the next attempt.

This time they signalled for six sailors to get aboard, but when they were airborne, the helicopter seemed unusually sluggish and a count of heads showed that a seventh had scrambled in.

Lt.-Cdr. Fink and AB Smith made the third trip, bringing back six of the *Kismet* crew. Lt.-Cdr. Fink also piloted the fourth and final trip, with PO Vipond accompanying him. This brought off the remaining four men, the captain's dog, and it was discovered on land, the ship's cat as well.

BACK AT THE relay station the *Kismet's* captain, Captain Anast Maniatis, of Athens, Greece, tears of gratitude in his eyes, thanked the helicopter crew profusely and all those who had assisted in the rescue work.

"During our 30 hours on the rocks," he said, "I felt we were in danger at all times. I am most thankful the pilot was able to come in this morning because I knew that if the wind shifted again rescue would be impossible."

A short time later the wind did shift and that night a fierce storm laid more inches of snow on the ground.

Only three days before the *Kismet* efforts had reached their climax, Lieut. W. E. James flew a helicopter to the rescue of a member of a hunting party in the Gaspereau Lake region near Kentville.

Russel Freeman, although suffering from a broken leg, had gone into the woods with his brother and a friend, to

do the cooking while the others stalked game. They had arrived at their cabin by boat and during the four days they were there the lake froze over, making it impossible to return except on foot.

Not all the rescue operations had a happy ending. However, most of them did. When three children were injured in a sledding accident near HMCS *Cornwallis*, a call was made for an RCN helicopter which was immediately sent to the scene. The children were in need of specialist medical attention that was not available in their community, and it was imperative that such aid be administered if the children were to have a fighting chance for their lives. With all possible speed, through a blinding snowstorm, the Sikorsky helicopter rushed the injured children to a Halifax hospital. The prompt treatment resulted in their eventual complete recovery.

RESCUE OPERATIONS were not always confined to aircraft alone, as was illustrated when a USAF officer fell from an aircraft in the Bermuda area, and plummeted 8,000 feet to the sea below. However the officer Capt. Wallace M. Taylor, was successful in opening his parachute. The frigate *Toronto*, carrying out exercises in the area sped to his aid.

Within two and a half hours the officer was safe on board the ship.

During all rescues the need for immediate action is self-evident if they are to be carried out successfully, and a delay in rescue procedure can often

mean the difference between life and death.

When two seamen were scalded by the explosion of a steam valve on the United States oil tanker *California*, an RCN helicopter was sent to the aid of the stricken men and brought them to the Naval Hospital at *Stadacona* where the men received the urgently needed medical attention. Their recovery was largely due to the fact that medical aid was rendered shortly after the accident.

One of the most tragic events of the year's rescue operations occurred when three Canadian frigates, the *Prestonian*, *Toronto* and *Lauzon* were involved in a search for an RAF aircraft which went down as the three ships co-operated with the RAF in coming to the aid of the distressed Icelandic trawler *Einar Olafson*.

An RAF Neptune that had participated in the search for the *Einar Olafsson* was overdue, and the Canadian ships joined with HMS *Wizard* in a search for the downed plane and possible survivors. During the night plane wreckage was sighted and, shortly after, the bodies of three of the nine crewmen were recovered, one by the *Toronto*.

On another occasion the frigate *Prestonian* was dispatched to stand by a Panamanian freighter, out of fuel in heavy seas off Bermuda. The frigate, on arrival at the scene, found that it was not possible for her to pass a towing line but she stood by the freighter until a U.S. Coast Guard ship arrived and successfully took the Panamanian in tow.

AMERCY operation along the rugged coast of Cape Breton occurred when a Navy helicopter carried the pregnant widow of a lighthouse keeper, drowned two days before, from lonely St. Paul Island to Sydney on Cape Breton Island.

High seas made it impossible for the widow, Mrs. Mary Gatza, to leave by boat and, following a call from Rescue Co-ordination Centre, a helicopter left *Shearwater*, and flew to St. Paul Island. The pilot, Lt.-Cdr. G. J. Laurie, had to cope with 50-mile-an-hour winds and snow squalls in the 45-minute flight from the Sydney airport to the island. However, he successfully landed and brought the woman to safety.

The northern of the two St. Paul Island lights is on a detached rock, separated from the island by a narrow channel between precipitous cliffs. The cleft is spanned by cables and George Gatza was crossing by bos'n's chair with the Christmas supplies when the cables snapped and plunged him into the channel.

A companion, second assistant keeper Marlin L. Baker, of Jeddore, N.S., escaped with minor injuries, but Gatza was swept away by the current. Waves 15 to 19 feet high were pounding the shore at the time.

In October 1954 Lieut. Wallace Elmer James, then at *Shearwater*, had flown a helicopter to St. Paul Island to bring Baker, badly injured in a dynamite explosion, to Sydney, N.S., for hospitalization. That journey was made in high winds, low visibility and snow flurries. Lieut. James' courage and skill were recognized in June 1955 by the award of the MBE.

ANOTHER MEMBER of the naval service who was honoured in 1955 for his part in an incident of the previous year was AB J. Richard Grenier, of *D'Iberville*, who rescued a 12-year-old boy from the face of a cliff in Quebec City. AB Grenier was awarded the British Empire Medal.

In January 1955 a Queen's Commendation was awarded to PO R. B. Johnson for his part in rescuing a 67-year-old commissionaire from Toronto harbour in March 1954. At the time of the rescue PO Johnson was serving in the *Digby*.

A member of the RCN(R) who received the Queen's Commendation during the year was PO Malcolm Winston Judson, of Queen Charlotte, who rescued a Department of Fisheries employee from drowning two years ago. It was the second time PO Judson had saved a person from drowning.

In December a commendation from Vice-Admiral A. R. Mainguy, Chief of the Naval Staff, went to Lieut. Robert James Paul of the *Jonquiere*, for "presence of mind in preventing a drowning at Vancouver". Lieut. Paul, in August, had hauled from the water a boy who had fallen between the ship and a jetty. Lieut. Paul is also a two-time rescuer.

As 1955 drew to a close, a helicopter was sent, following an emergency call, from *Shearwater* on a 160-mile flight to lonely Sable Island to pick up a Department of Transport worker who was suffering from a stomach ailment. The helicopter was piloted by Cdr. F. W. H. Bradley, who flew the DOT worker back to Halifax for hospitalization.

In addition to the air-sea rescue operations carried out by the Navy, the Underwater Training Unit at Halifax was called on numerous occasions to assist the RCMP and local police in the recovery of bodies following drownings. Among the recoveries performed by the unit were those of the body of a boy who had drowned in Maynard's Lake, and of the bodies of three fishermen

drowned in Sherbrooke Lake, Lunenburg County.

Another time the unit was called in to assist in the search for the body of a man drowned in the East River, New Glasgow, N.S. Later in the year, the unit assisted in the recovery of the body of a woman who had drowned in the river near Bridgewater, N.S.

THE NAVY was partner with the Royal Canadian Air Force in a number of mercy missions and rescues during the year.

In April, Lt.-Cdr. Alan J. Woods shared with Flight Lt. Howard Robertson in the piloting of a T-33 jet aircraft from Edmonton to Redwood, California, with an urgent cargo of a rare type of blood needed to save the life of a baby not yet born.

Earlier in the year naval personnel from Churchill went along in a RCAF Dakota in search of a downed RCMP aircraft with seven persons on board. Scanning the bleak snowy wastes of the Northwest Territories, naval eyes spotted flares sent up by the stranded party. Other aircraft bearing needed engine fuel were directed to the spot.

All three armed services co-operated last fall in an air drop of food to an Indian community on the shores of Lake Winnipeg which had been isolated by the early freeze-up.

West Coast ships, aircraft and divers of the Royal Canadian Navy figured in a number of search, rescue and recovery missions throughout 1955.

Divers from the Diving and Explosive Disposal Training Centre at *Naden* began their first recovery operation on March 19 when four divers were flown to Gimli, Manitoba, to look for a Silver Star T-33 jet aircraft which had crashed in ice-covered Lake Winnipeg. The remains of the pilot and 2000 pounds of the aircraft, which had disintegrated, were recovered. Two divers were employed every day, averaging about two-and-a-half hours a dive. There were 24 dives during the whole operation, totaling 60 hours. This operation lasted three weeks, some of it in 20-below-zero weather.

ON APRIL 15, one officer and four men from the Diving Centre travelled to Brooks, Alta., to assist the RCMP and RCAF in the recovery of an RCAF Harvard which crashed into Lake Newell, near Brooks. A total of 117 hours was spent in diving. Both the plane and the pilot's body were recovered.

The Navy divers returned to Gimli, on November 26, and brought a jet aircraft and pilot's body from Lake Winnipeg.

Two days later, on November 28, two Navy Divers were flown to Queen Charlotte Straits to carry out a survey on an RCAF Canso aircraft which had crashed in 35 feet of water.

Three divers, on September 21, assisted the RCMP in raising a car which had plunged into the Fraser River at Yale. A similar operation was carried



For rescuing a boy from Vancouver harbour, Lieut. Robert J. Paul, executive officer of the frigate *Jonquiere*, received the personal commendation of Vice-Admiral E. R. Mainguy on December 9 during his farewell visit to Esquimalt as Chief of the Naval Staff. Looking on is Captain Paul D. Taylor, Captain Second Canadian Escort Squadron. (E-33937)

out on October 10, when three divers recovered a body and car from the Fraser River at Haney. The following day, October 11, divers went to Revelstoke where they recovered another car which had plunged into a river.

Divers were flown to Powell River on November 25 to recover a logger's body. On December 2, two divers assisted the RCMP in recovering a body from Lake Cowichan.

In addition to these undertakings, Navy divers also destroyed two Japanese mines which were washed upon the West Coast during the year. The first mine disposal operation was carried out on May 17 at Gilbert Bay in the Queen Charlotte Islands. The other was in Tian Bay on June 5.

The destroyer escort *Athabaskan* sailed from Esquimalt Sunday, October 23, to assist the U.S. hydrographic survey vessel *Patton*. HMCS *Cordova*, visiting Prince Rupert, was also dispatched to assist the ship.

BUFFETED BY 60-mile-an-hour winds and in a heavy swell, the *Patton* was believed to be in danger of foundering when the distress call was made. At the time the survey vessel was between the southern tip of the Queen Charlotte Islands and the northern end of Vancouver Island.

Officers and men of *Athabaskan* who were on shore leave had been immediately recalled. The *Athabaskan* and

SEA BOTTOM CHARTED BY DEPTH CHARGES

As every sailor knows, depth charges have two important uses:

- (a) sinking enemy submarines;
- (b) going fishing.

Capability (b) is to be discouraged unless it happens the ship's company is sadly in need of depth charge drill about the time the ship is going through an area infested with fish. It then becomes a legitimate salvage operation.

Dr. H. B. Hackey, chief oceanographer of the Canadian Joint Committee on Oceanography, reported in Ottawa recently a third use—surveying the ocean depths.

He told the Fisheries Research Board that depth charges had been dropped last summer by ships at known positions and the resulting sound waves, picked up at shore stations, had helped to determine the structural features of the sea bottom in the Sable Island region and in the Gulf of St. Lawrence.

The project, sponsored by the Dominion Observatory, is not yet complete, he said, but it has already given useful information on the areas studied.



Naval divers from Naden recovered an automobile and the body of the driver from the Nanaimo river early in January. The late model car plunged through a barrier as it approached the bridge and landed right side up in about 45 feet of water. RCMP called the naval divers to their assistance. The recovery operation was carried out efficiently while hundreds of spectators watched. (E-34491)

Cordova were brought back however, after the *Patton* signalled she was proceeding under her own power. She later reached Bull Harbour safely.

Naval personnel took part in three rescue missions on Friday, November 11. The first of these took place in the morning when the RCMP reported that a fishing vessel with two men aboard was in danger of foundering on the beach in front of Royal Roads. The Navy's emergency boat, a 75-foot harbour craft, responded immediately and returned to Esquimalt Harbour about half-an-hour later with the fishing boat, which had a fouled screw, in tow.

Later the same day, Oak Bay police reported that three young boys were missing in the vicinity of Discovery Island. The coastal escorts *Brockville* and *Digby* of the Twelfth Canadian Escort Squadron, were sent out to search to seaward of the island and the RCN emergency boat proceeded to Discovery Island. However, they were all recalled after a message was received from the lighthouse keeper on Discovery Island stating the boys had been found and were safe in the lighthouse.

While the emergency boat had been on its way to the island another call was received that two hunters were reported missing on Chatham Island. This information was passed to the emergency boat but shortly afterwards the tug *Chatham Chief*, reported having found the hunters on Denman Island and that it had taken them on board.

AIRCRAFT from the RCN utility squadron, VU 33, based at Patricia Bay Airport, took part in one major air search during the past year.

On August 3, a Pacific Western Airlines amphibian aircraft with five men aboard was reported missing in the Kitimat area. Two Avenger aircraft from VU 33 flew a total of 40 hours, assisting RCAF and private planes in the search over an 8,000 square mile area. Flying out of the search headquarters, Terrace, B.C., the Navy pilots, Lt.-Cdr. H. L. Swiggum, commanding officer of VU 33, and Lt.-Cdr. D. J. Fisher, participated in sweeps over the area from August 8 to August 19 when the search was finally abandoned.

To all the foregoing incidents can be added the flights made by helicopters of the *Labrador*, bearing medical aid to suffering humanity in lonely Eskimo settlements in the Arctic.

Human lives cannot be valued in dollars and cents, nor is the hand of mercy extended with the thought that a coin may be dropped in it. The reward of the Navy lies in this: that the grief and suffering of this world have been to some extent allayed, that, in peace as in war, its officers and men have shown themselves capable and willing to cope with emergencies and that, even at the risk of their own lives, if need be, they are ready to come to the aid of their fellow human beings.

SOME THOUGHTS ON JAPAN'S DEFEAT

The Writer Asks: "Need the A-Bomb Have Fallen?"

AS LONG as men have traded and fought upon the sea, one of the tasks of every navy has been the destruction of enemy commerce. Commerce-raiding has always been an attractive method of warfare, especially when privateering or prize money has added to patriotism the chance to turn an honest dollar. To nations not predominantly or naturally maritime, it is fascinating.

In one sense it conforms to the foremost principle of warfare, that the primary duty of every commander is to catch his enemy at a disadvantage. Just as the soldier manoeuvres to fall upon the enemy with forces that outnumber him ten to one, and the airman seeks to "bounce" some unsuspecting foe, the sailor should always look for a fight with someone as inferior as possible to himself. Far from being unchivalrous, this is simply common sense. In this respect the commerce-raider has achieved the ultimate; his chosen prey is slower, badly armed, less

The Author

The writer of the accompanying article on the factors leading to the defeat of Japan is (and this is made all too clear in the concluding paragraph) a member of the Royal Canadian Air Force.

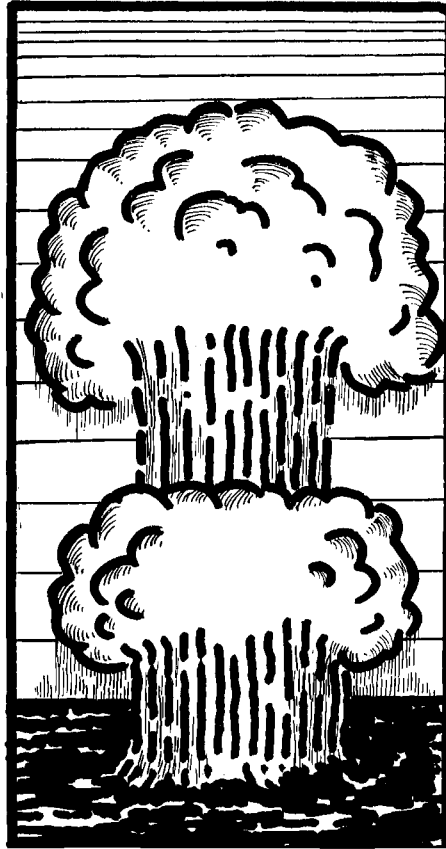
He is Squadron Leader Norman William Emmott, who is at present serving in Air Force Headquarters, Ottawa, as a staff officer in the Directorate of Instrument and Electrical Engineering.

A native of British Columbia (he lists his home town as Nelson, B.C.), Squadron Leader Emmott entered the RCAF as an equipment assistant in 1937. During the war he remustered to aircrew. He flew more than 50 missions as navigator in Halifax heavies and in December 1944 was awarded the Distinguished Flying Cross, flying operational, for gallantry in conflict with the enemy.

Since the war he has done considerable flying over the Arctic on supply missions.

The present article arises from a staff course during which he was a member of a group analyzing the Pacific war.

The opinions expressed in the article are entirely his own and should not be construed as a statement of the official attitude of either the Royal Canadian Navy or the Royal Canadian Air Force. The article is simply presented here for what it is—a stimulating expression of an original viewpoint.



manoeuvrable, and if possible is sunk by stealth.

If it conforms to this law of warfare, however, it is diametrically opposed to another law, the dictum of Napoleon and Clausewitz that the chief target is the main armed forces of the enemy. Nevertheless, many an admiral—the 19th century French Admiral Theophile Aube is a good example—chose "shamelessly to attack the weak, shamelessly fly from the strong", in the belief that such a campaign would so sap the strength of the enemy that the war could be simply and painlessly won. Usually such a belief turns out to be a snare and delusion, and it has often brought the men who actually fought the battles into the most dreadful danger; out of 44,000 men who served in German submarines in the Second World War—33,000 lost their lives.

To be vulnerable enough to commerce-raiding to be brought to defeat by it, a nation must of course depend overwhelmingly upon maritime trade. This has almost always meant an island country. There have been exceptions, however; in 1814 the New England

states were so distressed by the sweeping of their merchant men from the seas that they very nearly seceded from the United States and made a separate peace, and during the Civil War the Confederacy was badly hurt by the Union blockade. Nevertheless, against a continental power blockade and commerce-raiding have little chance of being decisive, as the fight put up by blockaded Germany in two world wars has abundantly proved.

GREAT BRITAIN is so dependent upon her merchant ships, and her national life would grind to a halt so quickly if they were to stop plying to and from her ports, that for centuries it has been the dream of enemy fleets to defeat her by sinking or capturing her commerce. Sometimes, as in 1917 and in 1943, they have come perilously close to achieving their aim. In both those years Britain was only weeks away from starvation. In every war, however, the defence has managed to turn the tide, and to gain control of the sea completely enough to allow the merchant fleet reasonably free use of it. Throughout several thousand years of maritime warfare, no com-

Similar Views Expressed in '46

The first Canadian naval officer to set foot on Japanese soil after the surrender expressed thoughts similar to those found in the accompanying article.

An Edmonton newspaperman, Lieut. (SB) Donald R. Menzies, RCN (R), became a naval intelligence officer, studied Japanese and served with the Royal Navy in Japan as an interpreter following the surrender. Reporting to Naval Headquarters in Ottawa, he wrote in early 1946:

"Throughout my whole stay in Japan, I came to the conclusion that the Japanese were licked thoroughly on the home front. If I may offer an opinion I believe that, even though the atomic bomb and Russia's entry into the war were great factors in the sudden collapse of Japan, the real reason she fell was because of her inability to make war on the home front.

"Most of Japan's great factories, as well as the thousands of small factories spread throughout the country, have been bombed and are in ruins. This and the mining of all her ports, plus the sinking of thousands of tons of shipping, I feel, are the real reasons for Japan's surrender."

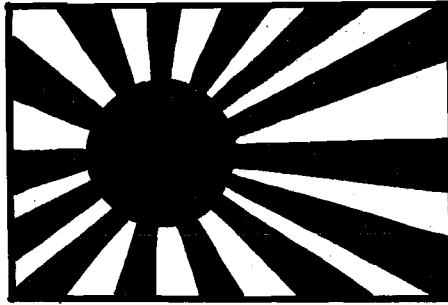
merce-raiding offensive has ever been decisive enough to win a war—at least in Western waters.

When the Japanese struck at Pearl Harbour, however, they began a war that was almost a laboratory experiment designed to find if the usual verdict of history was an inflexible rule. No country could have been more vulnerable to attacks against its shipping than Japan.

With an area only 50 per cent greater than that of Great Britain, the Japanese home islands must support a population twice as large on land only 15 per cent arable. Modern wars are run on petroleum, and nearly all the oil Japan uses must come to it by sea. She is far from self-sufficient in coal, and must import most of her iron ore. No bauxite, the ore from which aluminum is smelted, exists in the Japanese "inner zone" at all, and she has no rubber, ferro-alloys such as manganese, chrome, nickel, cobalt and tungsten, and no tin, lead or mercury. In a modern war it is impossible to exist for long on stock-piled supplies or on previously manufactured supplies, because the tempo of development—P-40s to B-29s in four years—makes equipment grow obsolete so fast, and because battle itself eats up supplies so quickly.

No nation, regardless of courage or determination, can wage a war against a first-class enemy unless it has adequate supplies of modern weapons, as the lightning conquest of Yugoslavia and Norway by the Germans proved beyond doubt. Japan, likewise, had to have guns and planes and ships, and the fuel to run them; without these tools the matchless courage of the Kamikaze and Kaiten crews was of no avail. Thus because practically all the munitions factories were in Japan, and because these factories had to be supplied by sea, the whole Japanese war effort stood or fell by the Japanese merchant navy.

BEFORE THEY went to war, the Nipponese war lords knew this very well indeed, and they calculated how much shipping they would need to support a war fought at the end of oversea supply lines. Japan began the war with 6,100,000 tons of shipping at her disposal, and she expected to end the third year of war with 5,250,000 tons, allowing for up to 1,100,000 tons of losses in the first year and 800,000 tons a year thereafter. At this rate, which meant not quite replacing the annual losses, they expected to be able to conquer most of East Asia and then to hold on to their gains.



For the first year or so everything went according to plan. Enough territory was overrun to assure supplies of all the vital substances Japan needed; rubber and cobalt from the Netherlands East Indies, tin from Siam, copper from the Philippines, and lead from Burma. All that was necessary was to transport it to the home islands. As soon as bombs fell on Pearl Harbour, however, the commerce-destroying forces of Japan's foes—nearly all of them belonging to the U.S.A., and most of those of the U.S. Navy—went into action. By the end of 1941 the U.S. submarines had scored their first successes. Aided by naval air and aircraft of the USAAF, and by British Commonwealth and Dutch submarines and surface craft, the American submersibles began their campaign to whittle away at the Japanese merchant marine.

During the first year of the war, among almost unbroken Japanese successes, they did not greatly exceed the depredations that the Japanese had expected. The planned figure for the Japanese merchant navy by December, 1942 was between 5,300,000 and 5,600,000 tons; the actual figure was 4,600,000 but it represented only a net loss of some 900,000 tons from their actual December 1941 figure. Getting into their stride, in the next year until December 1943, the Allied commerce-raiders reduced the Nipponese merchant ships by 900,000 tons, and then in the year after that by another million. Despite frantic efforts to replace losses by operating shipyards at full capacity and by adopting such expedients as the building of wooden, engines-aft freighters, by July 1944 the Japanese merchant marine was 2,150,000 tons short of the

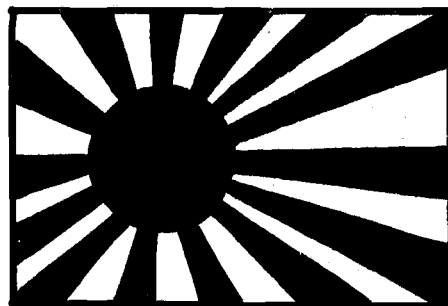


figure estimated in 1941 for the end of the third year of war.

The 3,100,000 tons of shipping actually afloat in July 1944 was scarcely enough to satisfy the 1941 estimate of civilian needs of 2,850,000 tons, let alone the military needs of 2,400,000 tons. By April 1945 the situation had reached disastrous proportions; the Japanese by then had only 1,250,000 tons still unsunk, and this was only half enough to supply the military even if the civilians starved to death.

The effect, moreover, was cumulative. The excess of sinkings over new construction demanded more new shipbuilding than had been anticipated. The materials required for these ships all had to be imported, which put more strain than ever on the attenuated merchant fleet. The losses in tankers created a fuel shortage which made it harder and harder to operate the ships that were left.

The significance of the figures was recognized in Japan surprisingly early. Rear Admiral Takagi of the Navy General Staff made a staff study between 20 September 1943 and February 1944 of the war's lessons up to that time. Based on an analysis of air, fleet and merchant ship losses, and Japan's inability to import essential materials, Takagi concluded that Japan could not win and should seek a compromise peace. His recommendations were not accepted by the Supreme War Direction Council, but enough of his compadres agreed with him to form quite a large peace party.

BY THE SPRING of 1945 it was apparent even to Emperor Hirohito that defeat was inevitable. Despite the fact that the Japanese home army was still intact, that 9,000 serviceable combat planes existed, and that the Navy still counted 650 warships, no hope existed of beating off the expected invasion. In nearly every case the underlying reason was the success of the commerce-destroying war.

The best place to attack an invasion fleet is at sea; but the Japanese Navy was so short of oil that its ships could not be used for anything but harbour defence. Many of the destroyers—and destroyers are never more desperately needed than in the face of submarine attack—had to be camouflaged at their docks and used as anti-aircraft gun positions. Combat air operations had to be drastically curtailed, while training slowed until first-line Japanese pilots had only 100 flying hours.

Badly off as were the armed services, however, the Japanese economy was in a state of even more complete collapse.

The people themselves were almost starving, and practically no new clothing or miscellaneous civilian supplies were on the market. By March 1945 the situation was so serious that imports of coal had to be cut practically to nothing and imports of iron ore cut off completely, so that the few ships remaining could be used to carry food-stuffs and salt. As a result, steel production from domestic resources could not be maintained at over 1,500,000 tons a year; shipbuilding alone had required 1,600,000 tons in 1944. The shortage of steel crippled all the rest of Japanese manufacturing. The highest priority was given to aircraft engines, but so acute was the shortage of steel that not enough engines were being produced in July 1945 to equip the airframes that were being manufactured, despite the fact that the production of aluminum, the chief material in airframes, was only nine per cent of the 1944 rate.

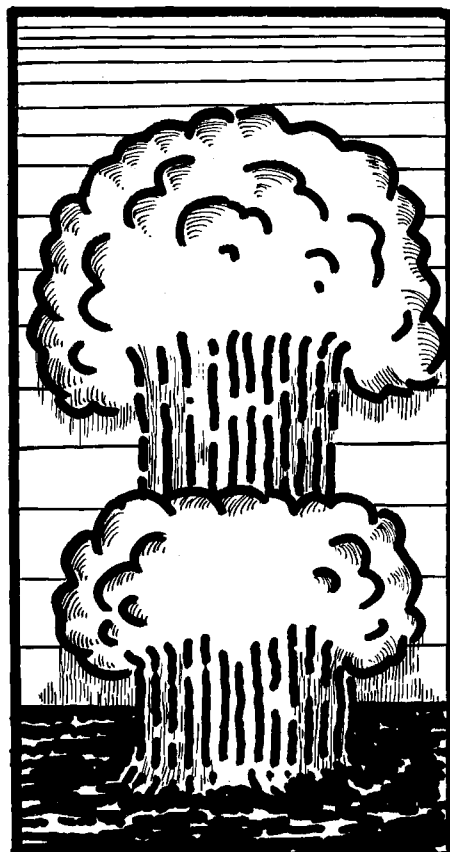
The general level of Japanese industrial activity in July 1945 showed the ravages of the blockade. Electric power and coal consumption were 50 per cent of their 1944 peak, and general output was approximately 40 per cent of the 1944 figure. The decline in the use of coal and power was partly due to air-raid damage to factories, but mainly due to the fact that many factories had no raw material to use. Oil refineries which were out of oil, and aluminum smelters which had no bauxite were in no position to use power in any form.

As a result of this situation, it was the opinion of certain United States commanders and representatives of the U.S.A. Strategic Bombing Survey that as a result of a co-ordinated program of blockade and continued air attack that Japan could be forced to surrender without invasion. This was the opinion of the Japanese themselves. In the summer of 1944, before the intensive air assault on Japan had begun, the Tojo government had fallen, and although die-hards forced the succeeding government leaders to continue the war, increasing pressure was put on the government and the Emperor to surrender. By April 8, 1945, a new government under Admiral Suzuki was put into power with instructions from the Emperor to bring the war to an end. The Japanese negotiations with Russia, which could have ended the war before the atom bombs fell, are now history.

THERE IS NO doubt, therefore, that the combined efforts of air attack and blockade strangled Japan into surrender. Blockade is commerce-raiding

pure and simple, while air attack is a form of commerce-destruction. Both forms of warfare are attack not directly upon the armed forces of the enemy but upon the sinews of war—the weapons every combatant must use. There is no attempt to belittle the gallant men who endured so much to drive the Japanese out of their quickly-acquired and far-flung empire, but merely expelling them from Burma and Carolines and Singapore would not automatically have spelled their downfall.

Indeed, history tells time and again of powers whose empire was shorn from them without driving them to utter defeat; the Byzantine empire, for instance, survived for four hundred years after its Asiatic dominions had been conquered by the Moslems. Never before had a country admitted defeat while it had large forces still uncommitted, as the Japanese had with their 2½ million men, 9,000 planes, and nearly a million tons of warships. The frantic efforts of the Japanese to end the war months before the atom bombs were dropped is proof enough that 1945 saw a new thing under the sun—a war that could have been won by commerce-destruction alone. From the standpoint of the military student, indeed, it is rather unfortunate that the atom bombs contaminated the clinically-sterile atmosphere of this laboratory of conflict.



The actual destruction of the Japanese merchant fleet, however, is by no means a testimonial for conventional naval power as such. Fifty-five per cent of the sinkings were made by submarines, 31 per cent by aircraft, 9·3 per cent by mines, most of which were dropped by aircraft, and less than one per cent by surface gunfire. The other four per cent of losses were due to marine accidents.

The amazing success of the American submarines was due largely to the quality of the ships and their crews, and also to the inferior quality of the Japanese counter-measures. When the war began, many of the American submariners had had ten years experience aboard their boats; the enemy boats, in contrast, were manned overwhelmingly by men with five years at the most. Except for some disheartening experience with non-exploding torpedoes, American equipment was excellent. Their continual superiority in radar gave them an advantage that lasted throughout the war. The Japanese submarines, on the other hand, were not only badly equipped (many of their captains had to wheedle radar equipment out of the dockside authorities by devious means) but were often wasted on jobs like freighting supplies to beleaguered garrisons.

JAPANESE anti-submarine effort was plagued not only by their inferior equipment, but also after early 1943 by a shortage of escort vessels. Furthermore, their high command threw away with a lavish hand the most precious and expensive of their military commodities, their trained aircrews. As a result, their airborne anti-submarine operations were ineffective. Finally, as the end of the war neared, such escorts as they still had could not be operated for lack of fuel.

Thus the Japanese Empire went to its doom, strangled by an offensive that completely bypassed what is almost always considered the basis of a country's power—its military forces. The whirring sound the careful listener may hear at this moment is that caused by Napoleon and Clausewitz, the advocates *par excellence* of the doctrine of striking at the enemy's main forces, turning in their graves.

There may be arguments forever on who won the war, but in Japan it is crystal-clear who lost it. The Japanese Navy, because it could not ensure the safe and timely arrival of its convoys, must take the blame. The author of this article, who is an airman, may be unwilling to concede that the Navy can win a war, but he is perfectly willing to admit that it can lose one.—N.W.E.



A Sikorsky helicopter of HS 50, the RCN's helicopter anti-submarine unit, hovers over a practice area off the coast of Nova Scotia preparatory to lowering its "pinging" and listening gear into the sea. (DNS-15082)

TRAINED FOR THE SEA SONARMEN FIND WINGS

MEN OF THE Royal Canadian Navy's seaman branch, who not many months ago may have thought that their training destined them to shipboard duty for the rest of their naval careers, have taken to the air.

They are the sonar operators serving with Canada's first helicopter anti-submarine unit, HS 50, and they are the first men of the seaman branch in the short history of Canadian naval aviation to have been placed on full flying duties.

The unique feature of the anti-submarine helicopter is its sonar equipment, whose underwater "ear" can be lowered from the hovering machine, raised while the aircraft is flown to a new position, lowered again and so on. Thus a large area of the ocean may be rapidly searched by means of this so-called "dunking" sonar for submarines and their presence reported to attending warships or aircraft.

Because of the similarity in the operation of the helicopter's sonar equipment with that borne in warships, it was decided to utilize the training of the torpedo anti-submarine specialists and eight men were initially drafted to the unit. They had to be volunteers, hold the rate of Torpedo Detector Trade Group II or higher and pass an aircrew medical examination.

The unit itself came into existence on July 4, 1955, under the command of Lt.-Cdr. (P) G. H. Marlow. It was allotted six HO4S-3 helicopters. Pilots and ground crew went to the Sikorsky plant in Bridgeport, Connecticut, to accept them and ferry them to their new home at the Royal Canadian Naval Air Station.

Although HS 50 is a comparatively young unit, it has been built around a core of experienced officers and men.

The commanding officer, Lt.-Cdr. Marlow, who is from Saskatoon, Sask., was a member of No. 1 Naval Helicopter Flight formed at *Shearwater* in 1951 and has since served in Naval Headquarters at Ottawa as Staff Officer Helicopters.

Lt.-Cdr. H. R. Welsh, the senior pilot, and Lt.-Cdr. K. L. Gibbs, training officer, both of whom are from

Edmonton, underwent a helicopter conversion course at Pensacola, Florida, and then did a tour of duty with United States Navy helicopter anti-submarine squadrons at Weeksville, N.C., and Key West, Florida, respectively.

Lieut. D. W. Elliott, RN, who is on an exchange appointment, recently completed two years in 845 Helicopter A/S Squadron of the Royal Navy.

CPO G. E. Jamieson, of Ohsweken, Ont., has had 15 years torpedo anti-submarine experience, including a year with Helicopter Anti-Submarine Squadron Three, in Weeksville, N.C. The experience he gained there is being passed on to the full in the training of men to qualify as sonar aircrewmembers.

The nine flying sonarmen serving in the unit are: Petty Officer G. A. Bohnert, of Hanover, Ont., and Leading Seamen K. G. Plume, of Toronto; A. J. Cairns, of Toronto; G. M. Renaud, of Magog, Que., N. C. Schermerhorn, of Ottawa; H. P. Secord, of Penobscus, N.B.; G. A. Burke, of Halifax; R. G. Blondin, of Windsor, Ont., and J. H. Montgomery, of Oakville, Ont.

The unit, in its few short months of life, has taken part in several exercises and demonstrations, and will be increasingly busy in 1956. Before the old year had ended plans had been drawn up for the "choppers" to try out the latest tactics and equipment with the brand new anti-submarine destroyer escort *St. Laurent* and to embark in the carrier *Magnificent* for the spring cruise.



Pictured by a Sikorsky helicopter are the sonar air crewmen of HS 50, the helicopter anti-submarine unit at the RCN Air Station, Shearwater. Front row: Leading Seamen K. G. Plume, and A. J. Cairns, both of Toronto; CPO G. E. Jamieson, of Ohsweken, Ont.; Ldg. Sea. G. M. Renaud, of Magog, Que.; Ldg. Sea. N. C. Schermerhorn, of Ottawa, Ont. Back row: PO G. A. Bohnert, of Hanover, Ont. and Leading Seamen H. P. Secord, of Penobscus, N.B.; G. A. Burke, of Halifax; R. G. Blondin, of Windsor, Ont., and J. H. Montgomery, of Oakville, Ont. (DNS-15018)

AFLOAT AND ASHORE

ATLANTIC COMMAND

The Navy's frontage of Halifax harbour became a "magic mile" over the Christmas season, ablaze with lights, from end to end from December 21 until after New Year's Day.

Most ships rigged festoons of coloured lights and in some cases lighted crosses and Stars of Bethlehem were hoisted to the masthead. Flood lighting was also used effectively by some of the warships. At least one funnel was surmounted by a large Santa Claus. All the ships had the traditional evergreens washed to their yards. Vessels on the Dartmouth side of the harbour added their light and colour to the festive scene.

Huge Christmas trees, ablaze with coloured lights, stood in the open at *Stadacona*, HMC Dockyard and *Shearwater*. Both *Shearwater* and *Stadacona* erected huge greeting signs and another was on the roof of the Naval Aviation Supply Depot buildings at RCNAS.

An entertaining sidelight to Christmas performances in the Atlantic Command was a display of tumbling, chair stunts, and a trampoline performance presented by *Stadacona* PTIs garbed as clowns.

The tumblers performed at *Stadacona* children's parties and repeated their acts in the "Maggie" and in the Halifax Garrison Sergeant's Mess on request.

The troupe was led by CPO Ray Ellison and included Ldg. Sea. Bob Leclerc and AB Joe Perron, the trampolinists, PO Fred Cox and Leading Seamen Ray Shanks, Andy Anderson and Tom MacAuley. CPO Benny Grant directed costuming and make-up.

HMCS Cornwallis

A wicked witch, a beautiful princess, a talking cat, a singing sailor and many other fabulous characters came to life in *Cornwallis* just before Christmas. They appeared in a musical comedy titled "Snow White and the Seven ODs" and gave everyone, from children up, a topic of conversation for days.

Walt Disney's famous movie and its songs were adapted (with permission) to fit a mythical *Cornwallis* and surrounding country. The result was colourful, tuneful and humorous—one of the most delightful shows ever attempted by a Naval group at the training base.

Officers, men and wives worked diligently for six weeks rehearsing, making costumes and painting scenery. In this they were led by author-producer Lieut. F. J. P. French, director Lieut. Jim Gates, USN, and musical director CPO A. W. Delahunt.

Outstanding in an excellent cast were the wicked witch (Mrs. Fraser Bournes) and her ugly daughters Flotsam and Jetsam (Lieut. French and Lieut. A. E. Shirley), Snow White (Mrs. B. Blair) and Snow White's cat (Inst. Lieut.-Cdr. D. D. MacKenzie). The music, excellent, was played with obvious enjoyment by the *Cornwallis* band.

PACIFIC COMMAND

Gunnery Training Centre

About 60 members of the Saint Barbara Clan in the Pacific Command held a year-end reunion in the Petty Officers' Mess at *Naden* during the festive season. Saint Barbara is the patron saint of armourers and gunsmiths.

The Clan Chieftain, Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast, was met on arrival by Lt.-Cdr. (G) William Manfield, officer-in-charge, Gunnery Training Centre, and was welcomed by a salute from an ancient mortar, Admiralty No. 282, which dates back to 1716.

NAVAL DIVISIONS

HMCS Discovery

Following in the wake of last fall's disastrous floods on the North and West Shores, when aid from *Discovery* though immediate was not completely organized, the base is now geared for any civil emergency under a plan devised to assist civil defence authorities.

CPO R. A. Myles has drawn up a watch and quarter bill which organizes the whole ship's company into first and second parts of Red, White and Blue watches.

The setup is now so complete that each part of the watch contains approximately 60 chiefs, POs, men and Wrens. Each group is further sub-divided for certain specific duties and the whole can be employed in any general emergency.

Each of the units is complete in itself and contains its own doctors, medical assistants, sonar rates, firefighters, administration and pay writers, seamen, supply personnel, radar plot rates and all other branches that may be required. High on the list are electrical and engine room mechanics.

Now, should any emergency arise, watches, or parts of watches can be called immediately and be in action within a comparatively short time. In this way, the base believes, it can offer

Christmas hijinks at Cornwallis. The cast of "Snow White and the Seven ODs" in the finale. (DB-6306)



immediate organized assistance to civil authorities in the event of local disaster.

The 75-foot YFM 319, *Discovery's* new training ship, has been readied for training cruises. According to Lieut. Herbert Norman, Staff Officer (T), the new ship, which was only commissioned a few months ago, can transport 200 reserves on exercises. Her twin screws push her through the water at about 10 knots.

During the training year thus far, 150 officers and 204 men and Wrens have performed their required two weeks' naval training on active service, according to figures released by training office. Training period for the year ends on March 31.

The base recently said goodbye to Lt.-Cdr. James Skelton, who has retired because of business reasons.

Canadian Forces Decorations have been awarded to Cdr. Gerald Lancaster, Lt.-Cdr. C. S. J. Lancaster and Lt.-Cdr. (L) Monty Shore, the latter driving to and from Abbotsford every Tuesday to maintain his reserve attendance record.

Lieut. (S) S. R. Lawrence has assumed appointment as senior reserve supply officer. Lt.-Cdr. Harold Irish has the entire base mobilized into 30 teams in a recruiting drive for 150 new ordinary seamen and ordinary Wrens by February 29.

HMCS York

Rear-Admiral K. F. Adams, Flag Officer Naval Divisions, was the guest speaker at the first annual mess dinner held by the Chief and Petty Officers' Mess of *York* recently. Other guests included wives of mess members, ship's officers and representatives from the army and air force. The mess dinner was the first of its kind to be held in the Toronto naval division.

Rear-Admiral Adams praised the chief and petty officers for their initiative and enthusiasm in organizing such a fine event, for, he said, "It creates a wonderful impression on people who hear about it and especially our wives who attend". He emphasized that the wives of citizen-sailors are great supporters of the naval reserve. The Admiral hoped that the habit of mess dinners would spread to other divisions.

In his address of welcome, mess vice-president PO H. L. Lehman expressed regrets for the absence of the mess president CPO Frank Hopkins who was in hospital and unable to attend. It was through CPO Hopkins' efforts, the vice-president said, that *York's* first annual mess dinner was made possible.

The program was highlighted by a ceremony paying tribute to lost shipmates.



This Nativity scene at Naden during the Christmas season was the outcome of the co-operative efforts of the chaplains, the shipwrights and men of the West Coast naval establishment. The beauty of the scene, in full colour, was further enhanced by a timely snowfall. (E-34312)

Dancing on the drill deck to the music of Dave Miller and his orchestra followed the dinner.

Wrens Valorie Cummings and Pat Towne assisted the chief and petty officers in escorting honoured guests to the mess, presenting roses to the ladies and taking part in the tribute to the fallen.

CPO W. R. Franklin, assisted the vice-president in arrangements in the absence of the president.

HMCS Scotian

A divisional weekend drill was held at *Scotian* for reserve officers on November 19 and 20.

In line with the ambitious training program being undertaken at *Scotian*, reserve officers boarded the *Quinte* on November 19 for a day at sea. The accent was on practical training, and the officers began to assume officer-of-the-watch duties shortly after the *Quinte* slipped the jetty.

At sea the work began, some taking station in order to con the ship, while others assisted in "streaming" various types of "sweeps" designed to explode mines of different construction. In spite of poor weather conditions, a marked enthusiasm was displayed as the "old hands" dug in to do their share of the work.

On Sunday ashore a series of informative lectures was given by departmental heads in areas of their own specialization. The lectures included a summation of UNTD training and the various stages through which a cadet

passes to become qualified for promotion to sub-lieutenant. Lectures on leadership, naval intelligence and recruiting followed.

On Saturday evening the wardroom of *Scotian* was the scene of an entertaining smoker. Skits were arranged and successfully staged before an appreciative audience.

HMCS Chippawa

The parade deck of the Winnipeg naval division was converted into an amusement park with live pony rides, while motor boat rides were enjoyed in the swimming pool on the occasion of the annual Christmas party for children.

The 330 children were supervised by men and women of the ship's company, dressed as clowns or pirates.

The band, in comic costume, played Christmas music to add to the festive air. The children greeted Santa Claus at 1500 and received candy and gifts.

The Chief and POs' Ladies' Auxiliary Christmas party for the children at St. Boniface Sanitorium has been an annual affair since 1950, and this year's party was supported by members of the ship's company, dressed for the occasion as clowns or pirates.

This year, the band of *Chippawa*, under the direction of Sea Cadet Lieut. E. Rigg, assisted by CPO T. I. Tucker, was in attendance in costume dress.

The president of the Ladies' Auxiliary, Mrs. J. B. Borthwick, expressed her appreciation to all who participated.

THE NAVY PLAYS

Shearwater Wins Football Title

There was an all-service finale in the Nova Scotia Canadian Football League for the first time in three years as *Shearwater Flyers* downed RCAF Greenwood Bombers 32-5 in the sudden-death final November 26.

Under the skillful coaching of Lieut. Don Loney, RCNAS sports officer, the Flyers won three of the five trophies up for annual award.

For finishing first in the league play with six wins and two losses, the Flyers received the new Admiral Bidwell Trophy. Ldg. Sea. Bob Hayes—fullback and team captain—won the Duffus Trophy for being the league's most outstanding player, an award he was given in 1953 along with the Milovick trophy for being highest scorer then.

Finally, for winning the championships, the Purdy Trophy fell into *Shearwater* hands for the second time in league history. The first time was in 1952.

Other teams competing in the league were *Stadacona*, RCAF Station, Greenwood, N.S., Dalhousie University in Halifax, and St. Francis Xavier University in Antigonish, N.S. In the eight league games, *Shearwater* scored a total of 178 points averaging 22 per game, with a total of 97 scored against them, or an average of a dozen a game.

Navy Anglers Elect Officers

CPO Dick James of the Gunnery Training Centre at *Naden* was elected president of the Royal Canadian Navy Anglers' Association at the annual general meeting held December 7 in the *Naden* theatre. He succeeded CPO Bruce Colgrave of *Venture*.

Other newly elected members of the 1956 executive include: Lieut. (SB) Norman Stewardson, first vice-president; CPO James Ross, second vice-president; Mrs. Lynda Murphy, secretary; PO Herb George, treasurer; and the following directors: Lt.-Cdr. (SB) Bev. Gillespie, CPO Ken Neal, Gordon Hooley and Jack James.

The office of honorary president for 1956 has been accepted by Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast.

The RCNAA came into being last spring with membership open to serv-

ing naval personnel and their families, civilian employees of the naval service and to a limited number of retired naval personnel.

The main objective of the Anglers' Association is to foster interest in sports fishing on the West Coast and provide a medium for exchange of fishing tips. Membership dues, for the main part, go to provide monthly script prize redeemable at most local sporting goods stores.

Monthly prizes are in force each year from May to October inclusive. Prizes are \$15, \$10, \$8, and \$7 in script for top four salmon by lady member and a \$5 hidden weight prize.

At the annual general meeting the following annual trophies were presented to season winners of the different classes. Vic Holman received the *Daily Colonist* trophy with a 30 lb. 9 oz. spring, the largest spring salmon weighed in during the season. W. C. Brown captured the trophy for largest coho with a 14 lb. 7 oz. catch. Jack James, who figured prominently in the monthly competitions, also qualified for the trophy awarded to the member weighing in the most salmon over ten pounds. His total was 14.



Vic Holman receives The Daily Colonist Trophy from CPO Bruce Colgrave, retiring vice-president of the RCN Anglers' Association, during the annual general meeting of the association held at HMCS *Naden* early in December. Mr. Holman landed the largest spring salmon of any RCNAA member during the 1955 fishing season in the Pacific Command. Mr. Holman is a civilian employee of the RCN at the seamanship school in *Naden*. (ES-33975)

The Lady's trophy, for largest salmon caught by a lady member went to Mrs. Dick James, who caught a 13 lb. 11 oz. salmon. Roy Mitchell qualified for the Junior's trophy with a 3 lb. 3 oz. catch.

Navy Band Appears At Grey Cup Game

A highlight of the Grey Cup Classic at Vancouver November 26 was the crack, combined display demonstrated by the band of HMCS *Naden*, the Army's B.C. Area Band from Vancouver, and the RCAF Technical Air Command Band from Edmonton on the field at half-time.

At the conclusion of marching and counter-marching, the Navy band formed an anchor in front of the Royal box, from which Lieutenant Governor Frank M. Ross watched the game. The Army and Air Force bands completed the spectacle, seen also throughout the TV network, marching into position around the anchor to form the outline of the maple leaf.

Earlier in the day the three bands led the extravagant Grey Cup parade through the city.

Swimming Champ Enrols in Navy

Naval athletics have been bolstered in the Maritimes with the enrolment as an ordinary seaman of Haligonian J. Wayne Sullivan, former swimming and diving instructor at Halifax's leading aquatic club, the Waegwoltic, and the YMCA there.

He is holder of the 1951-2-3 Maritime Diving Championship and the 1954 Halifax Figure Skating Championship.

"L" School Tops Barracks Sports

Electrical School, with 196 points, copped *Stadacona's* Cock o' the Barracks for interdepartmental Summer sports. Supply trailed with 174, Ordnance with 166, Gunnery 156, ND and Seamanship 150, MTE 144, and TAS 129.

Ordnance School won the swimming championship cup, Supply got the softball cup and Electrical the track and field prize.

Vice-Admiral E. R. Mainguy presented the awards, along with the Com-

mand Baseball trophy, during his final inspection of *Stadacona* as Chief of the Naval Staff at ceremonial divisions December 16. It was the final lap of his farewell visit to the Atlantic Command.

Padre Commodore Of Sailing Group

Chaplain B. Lea Gillard, Pacific Command Protestant Chaplain, has been elected commodore of the Esquimalt Squadron of the RCN Sailing Association.

Other officers on the 1956 slate include Lt.-Cdr. (S) John Agnew, vice-commodore; Fred Rainsford, secretary; A. H. Shields, treasurer; Frank Piddington, fleet captain; Lt.-Cdr. E. T. Coggins, Snipe captain, and Lt.-Cdr. B. C. Hamilton, service boats captain.

CANADIAN GEAR FOR BONAVENTURE

Electrical and electronic equipment valued at \$2,834,000 has been ordered from Canadian firms for the Royal Canadian Navy's new aircraft carrier, *Bonaventure*. In addition, some \$200,000 worth of orders for such equipment have still to be let by the Department of Defence Production, which places all contracts for the Navy.

While the *Bonaventure* is being built in Northern Ireland by Messrs. Harland and Wolff Limited of Belfast, every endeavour has been made, where possible, to fit this ship with equipment and materials of Canadian manufacture.

Among the major classes of Canadian equipments to be installed in the carrier are several electronic fire control and radar units, worth some \$2,181,000, which make up part of the ship's internal communications and fire control system. Radio transmitters and receivers, along with other items of radio equipment, have also been ordered in Canada to the value of about \$264,000. In addition, there has been ordered \$313,000 worth of electrical fittings and fixtures, such as transformers, distribution panels, lighting units, etc.

Electrical galley equipment for which orders have been placed with Canadian firms now total some \$75,000. These include a wide variety of equipment such as electric ranges, roasting ovens, refrigerated serving counters, dough mixers, ice cream freezers, coffee urns, pressure cookers and dishwashing machines.

Wherefore Art Thou Romeo?

OLD CHARLIE was always a stable sort and, naturally, he's still around. But Nan has left us, and this is a reminder that her predecessor was Nuts. Peter has become a Papa and good old hard-worked Roger, incredible as it may seem, has turned out to be a Romeo.

Many years ago when a signalman or W/T operator wanted to call out the alphabet he shouted "Ack, Beer, Cork, Don . . ." If he had survived until the beginning of the Second World War, his cry would be "Apples, Beer Charlie, Duff . . ."

However, that sounded too much like first call to breakfast or something and, before the curtain rang down on the Second World War, the alphabet was

LETTER to the Editor

Dear Sir:

Regarding the "Naval Lore Corner" of the September issue of *The Crow'snest* concerning the Samoan disaster of March 15-18, 1889, you may be interested to know that from September 1954 to May 1955 I had the pleasure of serving with HMS *Calliope*, the RNVR training ship in Newcastle-on-Tyne.

Until two or three years ago the original *Calliope*, which survived the Samoan hurricane, was still the reserve naval division for Tyne Division, RNVR. I am told that she was paid off about 1904 and in '06 came to the Tyne. There she served faithfully for almost a half-century as a jetty-bound reserve training ship.

The present *Calliope* possesses numerous relics of the old ship; the one I found most interesting being the midshipman's log for the period covering the Samoan disaster. One of the features of the wardroom's social life each year is the annual mess dinner held on the anniversary of the hurricane at which one of the junior officers recounts the details of that event.

Yours,

David L. S. Bate,
Lieut. (L), RCN (R)

P.S. I am in England on an Athlone Fellowship and am working with the Nuclear Power Plant Company, while on leave from the HEPC of Ontario. D.L.S.B.

"Ballyhew",
82 Grove Park,
Knutsford, Cheshire.

being voiced "Able, Baker, Charlie, Dog . . ."

Those who deal with such things couldn't let matters rest there. Romeo and Juliett have entered, although Love has left for Lima. Now it's "Alfa, Bravo, Charlie, Delta . . ."

Good Old Charlie! Bravo!

That extra "t" has been added to Juliett presumably to avoid confusion in languages which do not pronounce the terminal letter. "Alfa" would also seem to be spelled that way to avoid confusion.

The new alphabet has been devised by the International Civil Aviation Organization and comes into effect on March 1, 1956. It is known as the "ICAO Phonetic Alphabet", although this use of the word "phonetic" hardly jibes with the dictionary definition. Here, to be clipped out and treasured by those who are interested in such things, are the new names of the letters:

THE ICAO PHONETIC ALPHABET (Effective March 1, 1956)

Alfa	Juliett	*Sierra
Bravo	Kilo	Tango
Charlie	Lima	Uniform
Delta	Mike	Victor
Echo	November	Whiskey
Foxtrot	Oscar	X-Ray
Golf	Papa	Yankee
Hotel	Quebec	Zulu
India	Romeo	

* An agreed substitute word may be adopted at a later date. Roger remains in operational usage, e.g. "Roger and over", but Romeo will be used in spelling out words.

RN Introduces New A/S Frigate

The first of a new class of anti-submarine frigates came into service in the Royal Navy in December with the provisional acceptance of HMS *Hardy*.

The new frigates, of the Blackwood class, are single-screw vessels of all-welded construction, with prefabrication methods used to permit rapid construction. They are reported to be economical in fuel consumption, highly manoeuvrable and with a hull design that enables them to maintain high speed in heavy seas.

The *Hardy*, which has an extreme length of 310 feet and a beam of 33 feet, is armed with three Bofors guns and two triple anti-submarine mortars.

The *Hardy* was named after the destroyer of the same name which led the attack at the first Battle of Narvik. The new ship was launched in November, 1953, by the widow of the destroyer's commanding officer, Captain B. A. W. Warburton-Lee, VC, RN, who lost his life in the battle.

THE DRAMA AND HUMOUR OF SIGNALS

A Useful, Entertaining Compilation of Messages

THE FIRST recorded operational signal between ships at sea occurred in 480 BC when, at the Battle of Salamis, the Greek flagship hoisted an oar with a red cloak attached—the signal for the Greek ships to turn together and bear down upon the Persian enemy. As communications between ships grew in scope down the ages, and especially with the advent of modern times, a growing store of signals—inspiring, factual, humorous—has accumulated. Some of the great and funny ones have been compiled into a book—“Make a Signal”.

It has taken Captain Jack Broome, DSC, RN, to do it. Captain Broome will be remembered as the man who decorated the pages of the Second World War *Atlantic Convoy Instructions*, and other somber publications, with his amusing pen sketches. In “Make a Signal” he has put his rare talent to the compilation of history’s famous and funny signals, and the pages bear his delightful drawings once again.

This book will appeal to the mariner—active or retired—and the landlubber will enjoy it too, for in it he will find not only messages that inspired British seamen in their greatest moments, but the basic humour that is the sailors’ lucky lot.

As the reader might expect, Nelson’s famous signal “England expects that every man will do his duty” is included, and the author chronicles the events leading up to the actual wording of the message. To show that time and mind change the essence of many signals, Captain Broome, in his Preface points out that the day after the Battle of Trafalgar the commanding officer of HMS *Euryalus* wrote in a letter that Nelson’s words were, “England expects that every officer and man will do their utmost duty.” And Admiral Collingwood, second in command at Trafalgar had a ring inscribed: “England expects everything; men, do your duty.”

The job of checking the text of messages was not an easy one, for in the Second World War alone Admiralty informed the author that there were about 200 tons of messages! With the assistance of the Admiralty and navy men, from “Sea Lord to Signal Bos’n”, Captain Broome has prepared a feast of reading.

There are extracts from ships’ logs, signals passed between British men-of-war in the days of Admiral Lord Howe and the glorious first of June, 1794. There are Nelson’s operations signals as he manoeuvred his squadrons. In modern dress there are messages passed between British ships during some of the historic actions of the First and Second World Wars, notably the pursuit of the *Bismarck*.

Towards the back of the book, in the section “Scrap Log”, Captain Broome gives the reader a galaxy of signals of every type and description. Some of them the author admits have become hoary chestnuts, others will strike fresh to the reader’s eyes. Some are serious, many display a sailor’s humour, and, at times, very ribald humour. Some

BOOKS for the SAILOR

are exceedingly brief, such as the exchange between the two Queen Elizabeths when they met at sea for the first time:

HMS *Queen Elizabeth* to RMS *Queen Elizabeth*: SNAP.

There is the story of the confusion wrought by the International Code Signal, I K. The Hamburg-Amerika liner *Steinmark* was fitted out as a commerce raider and re-named *Kormoran*. On the 19 December, 1941, she was sighted by HMAS *Sydney* who bore down on her. The *Kormoran* turned away and made a signal reporting a “disguised raider” in sight. She made the signal as if it came from a Dutch ship she closely resembled.

The *Sydney* hoisted I K, which the *Kormoran* did not understand, and the German ship’s captain answered with the order, “down screens, open fire”. A fierce battle ensued and both ships were badly damaged. Towards evening the *Sydney* steamed away under a dense cloud of smoke and was never seen again. The *Kormoran* was abandoned and scuttled. The signal that the *Sydney* had hoisted was: “You should prepare for a hurricane or typhoon.”

There may be many serving and retired navy men who will recall some of the amusing items in the signal logs they knew, and be disappointed at not finding them in these pages. But this communicator’s pot-pourri is chock-a-block with good things to read.—C.T.

“Make a Signal” by Captain Jack Broome, DSC, RN; 224 pages, illustrated by the author; McClelland & Stewart Ltd., Toronto; \$3.25.

THIRD VOLUME OF HISTORY OUT

THE PUBLICATION of Mr. A. C. Hardy’s third and final volume of “Everyman’s History of the Sea War” completes an excellent reference work for those interested in the Second World War naval picture.

We were beginning to despair of ever seeing the third volume at all, since it has been six years since the publication of Volume II. Commander Hardy, however, is an extremely active man, and as we suspected “various matters, including the author’s absence from this country have conspired to hold back the production of the third volume . . .”

Volume III covers the period from late 1943 to the collapse of Japan in something like 130 pages of narrative—a remarkable job of condensation. The real value of the volume, however, lies in the appendices and tables, which make up about one half the book. Of particular value are the tables of major war losses, including enemy submarines sunk, the dates of sinking, the cause and the position. This table alone makes Commander Hardy’s Volume III a “must” for the student of naval warfare.

The work as a whole gives a brief, overall picture of the naval side of things in the Second World War and is recommended for “everyman”, whether or not he be a student of naval history.—R.S.M.

Everyman’s History of the Sea War, Vols. I, II, III, by A. C. Hardy. Published by Nicholson and Watson Ltd., 32 Gosfield Street, London, W.1., 18 shillings per volume.

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.

ADAMSON, William J. P2MO2
 ANDERSON, Robert W. P2NS2
 ARSENAULT, Joseph A. LSEM1
 ASHTON, Clifford J. P2TD2

BARBER, James R. P1ER4
 BARRIAULT, Michael A. C1SW4
 BENN, Carl E. P2NS2
 BERTRAND, Gerard J. LSCV1
 BLENKIRON, Allan K. P2MA3
 BOND, Jacques. P1AW3
 BONNETT, Jack A. LSAR1
 BOUCHER, Jean-Paul. LSCR1
 BOURGOUIN, Kenneth A. LSAR1
 BOWMAN, Leslie W. P2RR2
 BOXALL, Kenneth G. LSQR2
 BRADFORD, Lloyd C. LSAF1
 BRETT, Richard B. P2RW3
 BROADBENT, Murray A. LSAF1
 BROWN, Freeman H. LSB2

CACCAVELLA, Carmen N. LSCK1
 CAMPBELL, William M. LSAW2
 CASS, Valentine. C1ST4
 CHRISTIAN, Donald P. LSRC2
 CHUTE, John M. P2EG3
 CLARKE, Gervis R. LSEM1
 COLE, Edwin G. LSSW1
 COXHEAD, Frederick A. LSCR1
 CRAFT, Peter N. P1CR2
 CRAWSHAW, Kenneth D. P2RS3

DAVIS, Ronald T. LSCS2
 DAWE, Ross C. LSLR2
 DAWSON, John H. LSQR1
 DESPRES, Rene R. LSCV1
 DIBBLEE, Harold G. P1PM4
 DICKSON, John S. LSRC1
 DILL, Ronald S. LSQM1
 DONALDSON, Paul W. LSVS2

EARL, Thomas H. LSNS1
 ECKSTEIN, Bryce C. P1CS3

FAST, Allen. LSCR1
 FAWCETT, John D. LSAW2
 FERGUSON, Rowan G. LSTDS
 FRANKS, Victor K. LSCV1

GAGNON, Roger J. LSCK1
 GARAND, Victor J. LSQM1
 GARDINER, James G. LSCK1
 GAUDET, Lionel F. LSCR1
 GILLESPIE, Alexander W. LSAF1
 GIRARD, Eugene H. LSA1
 GOOLD, John M. C2ER4
 GORDON, Albert P. LSTD2
 GREASLEY, John R. LSCR1
 GREGORY, Paul J. LSCV1

HAINES, Harold J. P1CR2
 HALLDORSON, Skuli S. LSVS1
 HALLOWAY, Walter J. P2MA2
 HANDLEY, Leonard D. LSC2
 HAWKINS, Ronald A. C2ET4
 HENDERSON, Donald J. LSCR1
 HOLDEN, Angus. P1ER4
 HOWLETT, James D. P2TD3
 HULL, Gerald M. LSPW1
 HYMERS, William J. P1ER4

IRELAND, Henry A. LSAF1

KAULMAN, John E. P2PW2
 KELLY, Joseph C. P2CR2

KERISMAN, John. LSEM1
 KING, Allen R. LSEM1
 KOWK, William R. P1CK3

LAYTON, John L. C2CR3
 LECOMPTE, Laurier E. LSMA1
 LLOYD, Albert J. LSQM1
 LYONS, Howard T. LSSW2

MacDONALD, Joseph K. P2CR2
 MacDONALD, Ronald J. LSRP1
 MacKINNON, Russell A. P2CV2
 McDOUGALL, Allan O. P1ER4
 McISAAC, Edward S. P2EA3
 McLEAN, Gregory G. LSCR1
 MARCHANT, Frank A. LSCK2
 MEI, George C. LSB2
 MILLER, Stanley E. P2CV2
 MILLS, Charles E. C1WR4
 MINER, Clayton J. LSVS1
 MITCHELL, Alexander B. P1PW3
 MOECKL, Walter. P1VS3
 MORGAN, Kenneth N. P1ER4
 MORROW, Joseph F. P1CR2
 MULLINS, Raymond P. LSAR1

NICKERSON, Cecil W. LSQM1

OLYNYCH, Metro D. LSMA1

PALOU, John J. LSQM1
 PAOLUCCI, John A. LSEM1
 PARSON, Gordon J. P1CR2
 PARSONS, Harold R. LSCV1
 PATRICK, Douglas J. LSTD1
 PEPIN, Rene H. P2CR2
 PILGRIM, Hugh R. LSTD1
 POIDEVIN, James J. LSEM1
 POOLE, Cyril O. P2PW1
 PRETTY, Robert A. LSA1
 PRICE, Gordon D. LSRP1
 PRIOR, Stanley R. C2VS3
 PUDDIFANT, James A. P2CV2
 PUMFREY, Raymond L. C1MA4
 PURGAVIE, Robert D. LSCK1

RADLEY, John E. P1CV2
 RAYNER, Douglas C. LSEM1
 REITSMAN, Gerben G. LSCV1
 REYNER, Albert F. LSA1
 RICHARDSON, Henry J. LSEG3
 RIEGER, Valentine J. P2VS2
 ROBERTSON, David M. P2AW2

SAVOIE, Gerald J. P2CR2
 SCHMIDT, Simon. LSRP1
 SEMPLE, William E. LSCV1
 SENIOR, William R. P1ER4
 SHERWIN, Frederick H. P2CV2
 SHOREY, Joseph J. P2RP2
 SHUMANSKI, Walter W. LSRP1
 SIMMONS, Sydney J. P1ER4
 SINYERD, Vincent O. LSTD1
 SPENCE, Robert A. LSQM1
 STARR, Edward R. LSEF3
 STASHEWSKY, Victor. LSEM1
 STENABAUGH, George R. LSQM1
 STINSON, Hewitt A. LSE1
 STONER, Donald G. LSAR1
 STRACHAN, Thomas A. LSCS2

TEEPLE, Brian N. P2RN3
 TIEFENBACH, John J. LSAF1
 TRACY, Edward P. LSCV1
 TRAHAN, Philip H. LSSW2
 TURNER, Robert M. LSSW1

VINCENT, Jacques J. LSCR1
 VOLLET, John M. C2SW3

WALSH, William J. P2PW2
 WALTON, Owen F. LSAF1
 WATKINS, William L. LSAW1

WELLS, Harry E. LSPW1
 WILSON, Robert R. LSTD1
 WINCH, John L. P2BD3
 WOODS, Joseph E. C. P2MA2

YAGER, Walter P. P1PW3

ZEHR, George J. LSCV1

RCN(R)

ATKINS, James Simon. P2PW2

BARBER, Shirley May. WLAW1
 BEAULIEU, Joseph George. LSB2
 BELANGER, Joseph Ronald. LSCR1
 BELLAMY, William W. P2NS2
 BOUCHARD, Paul Henri. C1QRS
 BOURDAGE, Patrick. C1SW3
 BOX, Milton R. LSLRS
 BROWN, Norman. P1SH4
 BUTLER, Patricia Dorothy. WAPW1

CONNORS, Gerald Hayes. P1SH4

DOWNES, Muriel E. WLAW1
 DOWNEY, Andrew L. W. ABPW1
 DUNCAN, Robert Knight. P2CR2
 DUNCAN, Vivienne E. WP2AW2
 DUNLAP, George David. C2CV3

ELTRINGHAM, Patricia J. WLAW1
 EVERALL, Stanley M. ABNRS

FRASER, Joan Elizabeth. WLNS1

GAGNON, Jean Pierre. P2BD3
 GILHAM, Margaret E. WLPW1
 GINTER, Ronald. P2NS2

HAID, Lawrence J. C2SH4
 HENDERSON, Charles Stanley. LSEM1
 HOGG, Robert D. LSNF1
 HOUSIAN, Mary. WLMA1
 HOWELL, Roy G. ABQMS
 HUES, Helen V. WP2AW2
 HUMPHREY, John G. P2QRS

KARNATH, Monica. WLMA1
 KIERSTEAD, Joyce D. WLAW1

LAMONTAGNE, G. J. A. ABLMS
 LIGHTBOUND, Frank Hailwood. P2AA3

MACLEOD, Doreen E. WLRPS
 McCOOL, Howard Edward. C2SW3
 MILLER, Thelma N. WLAW1
 MORRISON, Frederick G. LSPW1

OSMOND, William H. R. ABQMS

PROSPER, William T. ABQMS

REA, John Barclay. LSPW1
 REYNOLDS, Betty Anne J. WP2AW2
 RICHARDS, Alexander E. LSNS1

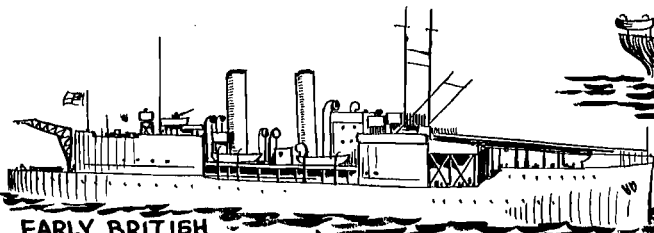
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 SPRAGGON, Marion J. K. WLCV1

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 TOGAWA, Shizuye. WAQMS
 TUCKER, Arthur Raymond. ABPW1
 TYLER, John Richard. P2PW2

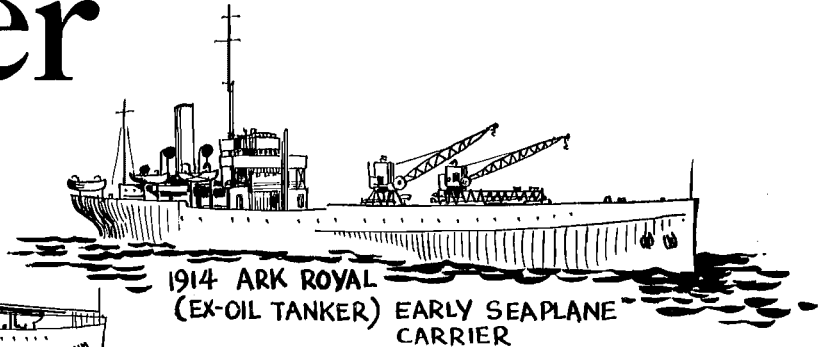
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 WILSON, Ronald A. C1EM3

Naval Lore Corner

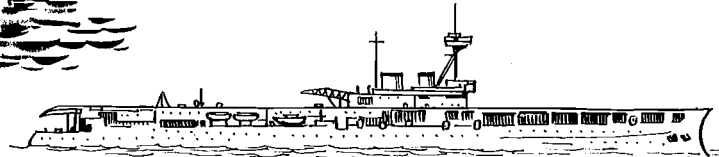
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EVOLUTION OF THE
AIRCRAFT CARRIER



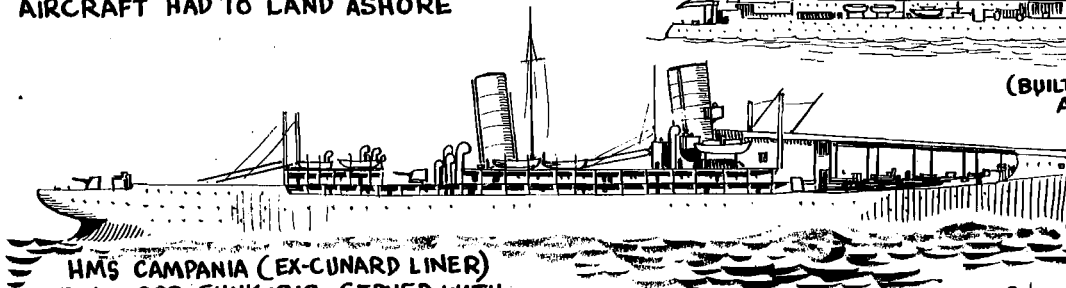
EARLY BRITISH
CARRIER (WORLD WAR I)
HMS PEGASUS (EX-CROSS CHANNEL STEAMER)
HANGAR AFT, FLIGHT DECK FORWARD.
AIRCRAFT HAD TO LAND ASHORE



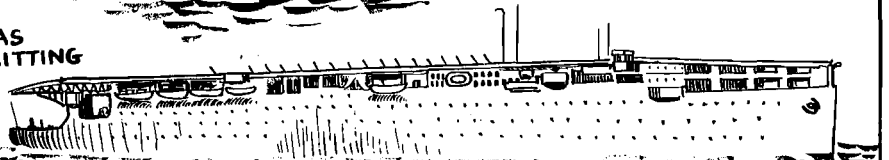
1914 ARK ROYAL
(EX-OIL TANKER) EARLY SEAPLANE
CARRIER



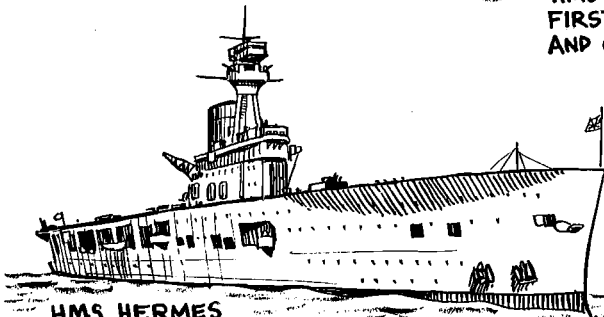
HMS EAGLE
(BUILT AS CHILEAN BATTLESHIP
AND COMPLETED AS A
CARRIER. FIRST
CARRIER WITH 'ISLAND'
SUPERSTRUCTURE.



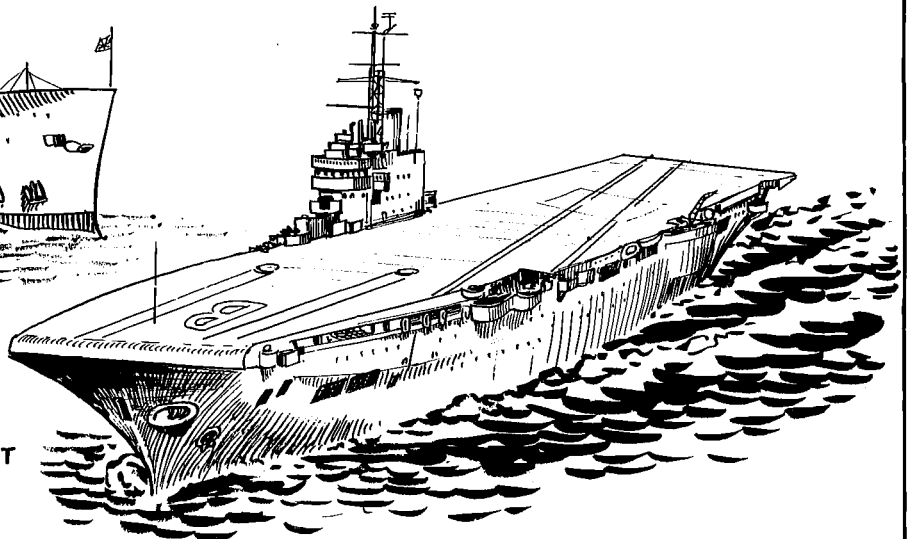
HMS CAMPANIA (EX-CUNARD LINER)
BUILT 1893, SUNK 1918. SERVED WITH
GRAND FLEET. HER FLIGHT DECK WAS
LATER CARRIED FURTHER AFT BY SPLITTING
THE FORWARD FUNNEL IN TWO AND
EXTENDING THE DECK BETWEEN



HMS ARGUS, 1918 (EX-ITALIAN LINER)
FIRST CARRIER TO HAVE NO PROTRUDING FUNNELS
AND CLEAR FLIGHT DECK. CARRIED 15 AIRCRAFT.



HMS HERMES
1924 - FIRST SPECIALLY
DESIGNED CARRIER



HMS BULWARK
MODERN LIGHT FLEET
CARRIER - CARRIES
50 AIRCRAFT...

