

# THE CROWSNEST



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Vol. 9 No. 3

THE ROYAL CANADIAN NAVY'S MAGAZINE

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• *The Cover*—The flight deck of HMCS *Magnificent* was almost hidden under her deck cargo of army vehicles as she steamed with troops to augment United Nations forces in the troubled Middle East in early January. In a few weeks the "*Maggie's*" duties with the Royal Canadian Navy will end and she will be succeeded by the up-to-date *Bonaventure*. (MAG-7560)

### LADY OF THE MONTH

"*Bonaventure Island, about 1½ miles eastward of White Head, has bold and precipitous cliffs of red sandstone and conglomerate all around its northeastern part; these cliffs are 250 feet high in places, and their ledges and fissures are the habitation of innumerable gannets and other sea fowl . . . it is a government bird sanctuary.*"

Thus the "Gulf of St. Lawrence Pilot" describes the rocky islet which towers from the sea at the tip of the Gaspé Peninsula—landfall of ships seeking the haven of Gaspé Harbour.

Now the island's name is borne by Canada's new aircraft carrier, a haven for fighting aircraft searching sea and sky far from land. The duties of the ship and her brood of aircraft recall that the name *Bonaventure* has been borne in past by an illustrious line of fighting ships in the service of the Royal Navy.

The picture on the opposite page was taken as she was about to steam down Belfast Lough last autumn to begin her contractor's sea trials.

The literal and prosaic translation of *Bonaventure* is "happy circumstance". More freely, it would seem to express "good luck" for the ship and "happy landings" for her brood of aircraft. (BN-0093)

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# RCN NEWS REVIEW



HMCS Lanark, modernized frigate, fires a pattern of squid. (HS-43922)

## ***Ships Pay Visits To U.S. Ports***

During December several ports along the U.S. eastern seaboard were visited by ships of the Atlantic Command. Included were visits to New York City by the *St. Laurent* and *Assiniboine*, to Philadelphia by the *Algonquin* and *Micmac*, to Boston by the *Ottawa* and to Bridgeport, Conn., by the *New Liskeard*.

Also during the month, anti-submarine exercises were carried out in the Bermuda area by the frigates *Fort Erie*, *Lanark* and *Lauzon* of the Seventh Canadian Escort Squadron. They were accompanied by the submarine *Alliance* of the Sixth Submarine Squadron, based in Halifax.

## ***Sunnier Climate For Labrador***

A rare change of scenery for the Arctic veterans of HMCS *Labrador* was promised with the sailing of the RCN northern patrol ship for the Caribbean early in the new year.

The *Labrador* was scheduled to visit Montego Bay, Jamaica and Miami, Fla., before returning to Halifax, February 12.

## ***'Maggie' Sails December 29***

The aircraft carrier *Magnificent* sailed from Halifax December 29 for Egypt carrying more than 400 Canadian Army personnel destined for service with the United Nations Emergency Force in the Middle East.

In addition to the troops, the *Magnificent* carried hundreds of tons of army equipment, including a flightdeck load of vehicles, and four Royal Canadian Air Force Otter aircraft.

On completion of her troop transport duties, the carrier was scheduled to sail to Glasgow to embark RCAF Sabre jets being returned to Canada following service in Europe.

## ***Sweepers Exercise With U.S. Navy***

The Second Canadian Minesweeping Squadron, comprising HMC Ships *Comox*, *James Bay* and *Fortune*, sailed from Esquimalt early in the new year for joint minesweeping exercises with

the U.S. Navy in the Long Beach, Calif., area.

The minesweepers were scheduled to be away for a month, returning to their west coast base on February 7.

## ***New Saguenay Commissioned***

The new anti-submarine destroyer *Saguenay* was commissioned at Halifax Shipyards Ltd., on December 15 as the fourth of her class to go into service and the first of three to be completed at the East Coast yard.

Hon. Alistair Fraser, Lieutenant Governor of Nova Scotia, and Hon. Robert Winters, federal Minister of Public Works, as guest of honour, headed a list of approximately 700 government and military officials attending the commissioning.

Early in the new year the *Saguenay* was to join her sisterships the *St. Laurent*, *Assiniboine*, and *Ottawa* in the Third Canadian Escort Squadron based on Halifax.

Commanding officer of the *Saguenay* is Cdr. G. H. Hayes, DSC, CD, RCN, of Victoria and Winnipeg.

## ***Four-Month Cruise For Venture Cadets***

A four-month training cruise for more than 120 officer cadets from HMCS *Venture* began early in the new year and will include visits to Hawaii, Guam and the Far East.

## **Search Made for Skeena Mementoes**

Many items of historical and sentimental interest, which were removed from the Second World War destroyer *Skeena* following the tragic end of her fighting career in Iceland, are believed still to be in the possession of organizations and individuals to whom they were entrusted.

This spring a new *Skeena* will begin service with the Royal Canadian Navy and the officers and men of the second *Skeena* are hoping for the return of any mementoes which will recall the stirring traditions of the first.

Trophies and relics of the Second World War ship should be addressed to the Commanding Officer Designate, HMCS *Skeena*, Fleet Mail Office, Esquimalt, B.C.

The cadets are making the cruise in the *Ontario*, *Jonquiere* and *Stettler*. Approximately 30 of the cadets are embarked in the frigates while the remainder are in the cruiser.

For the first time, all cadets enrolled at HMCS *Venture* are embarked. Most of the *Venture* training staff, including executive officers and term chief petty officers, is accompanying the cadets in the ships to assist in the training program.

The cadets, in both first and second year at *Venture*, are receiving practical training in seamanship, navigation, communications and other subjects during the cruise. In addition, they are continuing their normal classroom studies.

The ships are scheduled to return to Esquimalt on May 3.

### **Divisions Open Recruiting Drive**

Twenty-two naval divisions, from Newfoundland to British Columbia, in early January began a concentrated winter recruiting drive and were to spend eight weeks bringing young men and women in their communities into the Royal Canadian Navy (Reserve).

Each naval division is aiming at a quota of recruits based on the size of the division and the training and instructional facilities available. On an all-Canada basis it is hoped to increase the strength of the naval reserve by over 1,000 men and wrens.

The present manpower figure of the RCN(R) is approximately 6,000 officers, men and wrens, the last-named group numbering about 700.

The naval divisions are conducting their recruiting campaigns on an individual basis, promoting their own advertising and public relations programs. Overall assistance is provided by the command headquarters of the naval reserve, Hamilton, Ont., under the direction of Rear-Admiral K. F. Adams, Flag Officer Naval Divisions.

Young recruits who join the Royal Canadian Navy (Reserve) normally spend one night a week training at their local division and two weeks during the summer at the Great Lakes Training Command, Hamilton, or in other naval commands. As well as serious training, the naval reserve provides facilities for social and athletic activities and naval rates of pay proportionate to the amount of training taken.



The Hon. Alistair Fraser, Lieutenant-Governor of Nova Scotia, inspects army vehicles on the flight deck of the aircraft carrier *Magnificent* shortly before the ship sailed on her United Nations mission to the Near East. With the lieutenant-governor are Captain A. B. Fraser-Harris, left, commanding officer of the *Magnificent*, and Rear-Admiral R. E. S. Bidwell, Flag Officer of the Atlantic Coast. (HS-46127)

### **Astute Sails For England**

HMS *Astute*, the first boat of the Royal Navy's sixth Submarine Squadron to be stationed at Halifax, sailed for home in mid-December after 20 months' service with the Atlantic Command.

Thirteen Royal Canadian Navy sailors serving in the *Astute* remained with her.

On her departure, the following message was sent by the Naval Board:

"The Naval Board notes with approval the cheerful acceptance and execution by the *Astute* of a heavy program since arrival in April, 1955, as the original

unit of the Sixth Submarine Squadron. "Good luck, good hunting and well done."

While she was under RCN operational control, the *Astute* trained RCN personnel in submarine handling and operation, and exercised surface and air units of the RCN and maritime air squadrons of the Royal Canadian Air Force in anti-submarine warfare.

She visited Montreal, Quebec City, Norfolk, Bermuda, Cuba, St. Thomas in the Virgin Islands, Puerto Rico, Haiti, New London and New York, and steamed more than 45,000 miles while on this commission.

# THE STORY OF THE FIRST SAGUENAY

## *Torpedo or Collision Couldn't Sink WW II Destroyer*

**H**MCS SAGUENAY, the anti-submarine destroyer escort commissioned on December 15 at Halifax Shipyards Ltd., Halifax, is the second of her name to serve in the Royal Canadian Navy.

The first HMCS *Saguenay* was commissioned at Portsmouth, England, on May 22, 1931, as the first warship built specifically for the Royal Canadian Navy with what were, then, such ultra-modern features as refrigeration and steam heat.

She arrived at her Halifax base on July 3 where, with the *Champlain*, she formed the Eastern Destroyer Sub-Division.

At this time, there were four destroyers in RCN service and for the next few years they frequently participated in exercises together during their annual winter training cruises in the Caribbean.

In the summer of 1936, the *Saguenay* escorted First World War veterans on their pilgrimage to Vimy Ridge for the unveiling there of Canada's War Memorial by His Majesty King Edward VIII. At the monument, the *Saguenay* mounted a Royal Guard, the first mounted by the RCN for a reigning British monarch.

The following spring, the *Saguenay*, in company with the *Skeena*, again crossed the Atlantic to take part in the King George VI coronation naval review at Spithead.

Two years later, in June 1939, the *Saguenay* acted as naval escort for Their Majesties King George VI and Queen Elizabeth during their visit to Canada.

Three months later, Canada was at war.

On September 16, 1939, six days after the country's official declaration of war, the *Saguenay*, together with HMCS *St. Laurent*, escorted the first British-bound convoy out of Halifax Approaches. During October and November, the *Saguenay* operated with a Royal Navy squadron in the Caribbean.

On October 16, 1940, she shaped course for Britain where she was to join with other Canadian destroyers on anti-submarine duty in the Western Approaches. Two days out of Greenock, on October 21, she rescued 32 survivors of two torpedoed merchantmen.

Only five weeks after she began operations in an active war zone, the *Saguenay* was crippled by an enemy submarine, becoming the first Canadian warship to be torpedoed. The incident

took place in the early hours of December 1, 1940, about 300 miles west of Ireland, while she and two British destroyers were escorting a convoy of 30 merchantmen homeward bound from Gibraltar. Twenty-one men were killed and 18, many severely burned, later were admitted to hospital. Although severely damaged the *Saguenay* opened fire on a surfaced submarine at about 800 yards and forced it to dive.

Escorted by a British destroyer carrying five of her officers and 85 of her men, the *Saguenay* limped on to the United Kingdom, reaching port in tow of a tug on the afternoon of December 5.

She spent the remainder of the winter in drydock and came out of refit just in time to take part in the historic chase of the German battleship *Bismarck* until lack of fuel forced her out of the pursuit.

Shortly after, she was recalled from the United Kingdom to join the Newfoundland Escort Force and she arrived at St. John's on June 7, 1941.

One of her most memorable convoy assignments occurred the following month when she was ordered to Placentia Bay to escort the British battleship *Prince of Wales* with Prime Minister Churchill and his staff embarked for passage home following the momentous Atlantic Conference with President Roosevelt.

The *Saguenay's* next adventure was a dramatic encounter in January, 1942,

### WEDDINGS

Lieutenant Richard J. Hamilton, *Fort Erie*, to Miss Belinda McConnell of Victoria.

Lieutenant-Commander Robin B. Hayward, *Algonquin*, to Miss Patricia Ann McCurdy, of Halifax.

Leading Seaman Robert E. Hesson, *Stadacona*, to Miss Audrey Louise Dear of Dartmouth.

### BIRTHS

To Lieutenant Harold Birks, *Cornwallis*, and Mrs. Birks, a daughter.

To Leading Seaman R. M. Czop, *Naden*, and Mrs. Czop, a son.

To Leading Seaman D. E. Deane, *Naden*, and Mrs. Deane, a son.

To Lieutenant R. H. Kirby, *Cornwallis*, and Mrs. Kirby, a son.

To Able Seaman Maurice Larabee, *Naden*, and Mrs. Larabee, a daughter.

To Petty Officer H. MacAloney, *Cornwallis*, and Mrs. MacAloney, a daughter.

To Petty Officer J. Muir, *Cornwallis*, and Mrs. Muir, a son.

To Petty Officer E. J. Partridge, *Naden*, and Mrs. Partridge, a son.

To Lieutenant (S) D. B. Payne, *Cornwallis*, and Mrs. Payne, a daughter.

To Chief Petty Officer C. A. Redden, *Cornwallis*, and Mrs. Redden, a son.

To Lieutenant R. D. C. Sweeney, *Cornwallis*, and Mrs. Sweeney, a son.

with a North Atlantic storm which, for three nightmarish days, threatened to end her active career for all time. Badly battered, she reached St. John's under her own steam, but three months' work was required to make her fit for sea again.

Returning to service in the late spring of 1942 the *Saguenay* joined the Newfoundland Force now reorganized and re-named the Mid-Ocean Escort Force.

On November 15, she set out from Halifax on her last operational assignment. Escorting the passenger ship *Lady Rodney*, the *Saguenay* picked up a submarine contact about 10 miles south of Cape Race, Newfoundland, and she steamed off at full speed to investigate.

The night was dark, with frequent rain squalls and the sky was heavily overcast. Not until too late did the *Saguenay's* commanding officer sight the port bow light of the merchant ship *Azra* at two cables' distance. Seconds later, the merchant vessel struck the destroyer on the starboard quarters, slicing off her stern. Her depth charges exploded after the collision, increasing the damage to the destroyer and holing the merchant ship so badly that she later sank.

It was estimated more than a year would be required to make the *Saguenay* fit for active service again and since 80 per cent of her normal life already had passed, it was decided to convert her into a training ship. Her damaged stern was sealed off with steel plates and she was towed away to her new duties.

Fondly nicknamed HMCS *Standstill*, she spent the remainder of the war at anchor in the waters of Annapolis Basin as gunnery training ship for HMCS *Cornwallis*, the new entry training base.

When, at the close of the war, preparations were made to dispose of the *Saguenay*, the Commander-in-Chief, Canadian North West Atlantic, Rear-Admiral L. W. Murray voiced the feelings of many in his final message to the ship on June 29, 1945:

"I much regret the passing of the first destroyer built for the Royal Canadian Navy, a ship with an enviable record both in peace and war, and hope that before long another ship will bear her name and carry on her tradition".

On December 15, nearly 11 and one-half years later, Admiral Murray's hopes were realized.



In January the Royal Canadian Navy welcomed into the fleet the new aircraft carrier *Bonaventure*, shown in this montage with the Tracker anti-submarine aircraft and Banshee jet fighters which will fly from her angled flight deck. (CN-3107)

# 1956 A YEAR TO RECALL WITH PRIDE

## *Modernization Program Progresses at Sea and in Air*

**T**HE ROYAL Canadian Navy had much to be proud of in 1956.

New ships, new aircraft, visits to ports in a score of countries, and the participation of the destroyer escort *St. Laurent* in the Royal Escort of Her Majesty the Queen on the occasion of a State visit to Sweden were some of the highlights of the Navy's year.

Three anti-submarine escort vessels of the *St. Laurent* class were commissioned. New jet fighter aircraft and new anti-submarine planes were added to the naval air strength. More than \$12,500,000.00 worth of construction was completed ashore providing needed training and operational facilities. Ships of the Atlantic, Pacific and Great Lakes fleets trained officers, cadets and men of the regular and reserve forces during cruises ranging from the Arctic to South America and from Europe to Japan.

The three anti-submarine escort vessels commissioned during the year were the *Assiniboine* and the *Ottawa* at St. Lawrence shipyards, and the *Saguenay* in Halifax. The new ships joined

the *St. Laurent*, first of the class, and are now based at Halifax as the Third Escort Squadron.

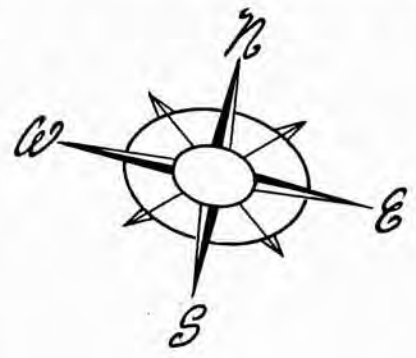
The new Canadian-designed ships won praise from naval authorities of other countries when the *St. Laurent* visited ports in the United States and the United Kingdom during the year. The ship proved impressive not only for her anti-submarine capabilities but also as a product of Canadian design and craftsmanship.

There are ten more destroyer escorts of the class on order, all in various states

of construction at shipyards at Halifax, Sorel, Montreal, Vancouver and Victoria. Several are expected to be ready to join the fleet before the end of 1957.

The largest of the ships in the new construction program, the aircraft carrier *Bonaventure*, was nearing completion at a Belfast shipyard and was to be commissioned on January 17, 1957. She has the steam catapult, angled deck, and the mirror landing aid, three new devices of British origin and adopted in all modern carriers. The *Bonaventure* is the first Canadian aircraft carrier equipped to handle jet aircraft.

Many of the aircraft which will fly from the *Bonaventure* were delivered in 1956. The Banshee jet fighters, first carrier-borne jets in the RCN, have been operating from the naval air station near Dartmouth, N.S., since early in the year. This fall the first of the new Canadian-manufactured twin-engined anti-submarine aircraft, the Tracker, were delivered to the navy and more will follow monthly. These aircraft replace the Sea Fury propeller-driven



fighter and the anti-submarine Avenger aircraft which flew from the carrier *Magnificent*.

In December there were 43 major warships in commission including an aircraft carrier, a training cruiser, an Arctic patrol ship, 15 destroyer escorts, including four of the St. Laurent class, 10 Prestonian class frigates, six coastal escorts and nine coastal minesweepers. In addition there are a large number of auxiliary craft ranging from a 10,000-ton technical apprentice training ship to small harbor craft. There were also three Royal Navy submarines based on Halifax, one with 50 per cent of her crew consisting of Canadians. One of these submarines, the *Astute*, left in early December to return to the United Kingdom and her relief, the *Amphion*, was expected early in January.

Sixteen ships of the Atlantic and Pacific fleets took part in their biggest peacetime exercises outside Canadian waters this spring. More than 5,000 officers' and men in the ships and two squadrons of RCN aircraft carried out joint exercises in the Caribbean in March.

The Arctic patrol vessel *Labrador* spent her third summer in the Arctic carrying out surveys and assisting in the sea-borne supply of DEW Line sites in the eastern Arctic. Earlier in the year she took part in Canada's first full-scale survey of ice conditions in the Gulf of St. Lawrence.

Other ships of the fleet visited more than 60 foreign ports during training cruises for officers, cadets and men, Canadian ships and sailors also cruised the Great Lakes and the Atlantic and Pacific seaboards, stopping at many Canadian and U.S. ports.

In one of the last overseas cruises of the year the aircraft carrier *Magnificent* sailed for the U.K. to transport stores and equipment to the *Bonaventure*. It had been intended that she would pick up RCAF Sabre jet fighters to return them to Montreal but she was recalled suddenly to prepare for service with the United Nations police force in the Middle East. She sailed with troops and equipment for the United Nations Police Force on December 29.

Naval air units trained with ships and submarines of the fleet, with troops of the army in ground support exercises, and assisted the RCAF in transporting personnel and supplies in the Knob Lake area of northern Quebec in support of the construction of the Mid-Canada line. Helicopters flew more than 50 missions in three days during the Springhill, N.S., mine disaster in November carrying injured miners, doctors, medical



A Banshee jet fighter from Shearwater is refuelled at Quebec City during Navy Days there in October. (ML-4976)

supplies, blood plasma, oxygen and other stores.

The RCN acquired some new shore facilities to meet the demands of the expanding fleet. More than \$12,500,000 worth of construction was completed including a supply school and stores centre at Montreal, a hangar and married quarters at the naval air station near Dartmouth, N.S., and a supply building and cadet block at Esquimalt. Another \$4,500,000 worth of construction was started during the year.

In addition to ships of the operational fleet, the Navy had nine vessels on loan to other government departments including three to the Department of Transport, two to the Department of Mines and Technical Surveys, one to the Department of Fisheries, and three to the RCMP. The RCN has three frigates on loan to the Norwegian Navy,

the transfer having been made at Halifax early in 1956.

Ships in the reserve fleet at Sydney, N.S., include one cruiser, three frigates, twenty-two coastal escorts and 12 auxiliary ships.

The Navy held its strength at a little over 19,000 officers and men, with recruits making up the loss of personnel completing service.

The first graduation from the Navy's three-year technical apprentice plan was held in the spring at Halifax. On the west coast, the first 100 midshipmen of the Venture plan, introduced two years ago to provide juniors officers, graduated and went to the next stage of their training.

At the Great Lakes training centre in Hamilton, more than 1,000 officers and men of the naval reserve took sea training in ten ships of the Great Lakes training fleet.



# OFFICERS AND MEN

## Antarctic Explorer Dies at Corner Brook

"One of the few remaining survivors of the great days of sailing ships, of the adventurous days of exploration, when very often courage was the most important requisite for survival, Captain Victor Campbell will long be remembered when stories of endurance and bravery are told"—Corner Brook Western Star.

Captain Victor L. A. Campbell, DSO and Bar, OBE, RN; died peacefully in November at the age of 81, at the Western Memorial Hospital in Corner Brook, Nfld.

He had lived his last years quietly and unobtrusively in Corner Brook, unknown to the majority of the local citizens. Few knew of the earlier years of his life that saw him as a soldier, sailor and explorer. Nor would they know, perhaps, that he was a friend of Sir Winston Churchill and Admiral Sir Roger Keyes, that he held the unique distinction of being presented with the DSO for doing a soldier's job and of being awarded the Bar as a sailor, or that he sailed four times around the Horn in a windjammer.

Nor would they know that the event in his life closest to his heart was when he accompanied Captain R. F. Scott on what came to be known as Scott's Last Expedition to the Antarctic and commanded one of the ships of the expedition.

Captain Campbell was born in England and educated at Eton.

Turned down by the Royal Navy for medical reasons at the age of 18, he entered the merchant marine and sailed four times around Cape Horn in a windjammer before he was accepted in the RN.

He served in the sailing ship flagship of the North Atlantic Squadron, which plied Newfoundland waters before the turn of the century, and he carried out a naval survey there.

He remained in Newfoundland and the North Atlantic until asked by Scott in 1911 to command the *Terra Nova*, then being fitted out in Christ Church, N.Z., for the Antarctic.

During this expedition Captain Campbell and six men with only six weeks provisions were stranded for six months and lived on raw seal meat and pen-



A new world record for deep diving was established last fall in the Norwegian waters by Senior Cmd. Boatswain George Wookey, R.N., aged 34, when he descended 600 feet in Norwegian waters. The dive was made from HMS Reclaim, the Royal Navy's experimental diving ship. Mr. Wookey, who beat the previous record by 65 feet, wore a helmeted diving suit and was supplied with a breathing mixture of oxygen and helium. It is hoped the experiments will lead to greater hope of survival for men trapped in sunken submarines. (Admiralty photo from U.K. Information Services)

guins and suffered extreme hardships, but nevertheless continued with their survey work and brought out many valuable specimens of rock. Part of the story was told in the July 1955 issue of *The Crowsnest*.

In April 1915 he won the DSO while he was commanding a battalion of the Royal Naval Division at the landing in Gallipoli. He then returned to sea, and served in the North Atlantic and later participated in the Battle of Jutland.

He served under Admiral Sir Roger Keyes, his friend, on the Dover Patrol and took part in the bottling up of the German submarine base at Zeebrugge Harbour. It was at this time that he earned the Bar to his DSO.

In 1918, he commanded a military unit at Archangel, Northern Russia, at the time the Bolsheviks were taking over. In 1919 he returned to naval duty, and commanded a warship until his retirement in 1923.

On retirement, Captain Campbell, and his wife Marit, formerly lady-in-waiting to Queen Maude of Norway, settled in Black Duck, Newfoundland, where they lived until, in 1953, they went to Cornerbrook.

On the outbreak of the Second World War Captain Campbell came out of retirement to become Senior Naval Officer-in-Charge at Trinidad, but an old enemy, malaria, forced his retirement until 1942 when the submarine menace threatened Corner Brook shipping. He volunteered for the RCN but was turned down. Undaunted he wrote to Naval Headquarters pointing out that he had served in both the Arctic and Antarctic and "Chilled beef keeps indefinitely".

Ottawa was convinced and Captain Campbell became the Senior Officer-in-Charge of the Bay of Islands Patrol Force, or as it was popularly known "The Corner Brook Navy!" When the force was disbanded he remained Naval Officer-in-Charge, Corner Brook, until he retired again in 1944.

## Five Confirmed As Commodores

Five acting commodores of the Royal Canadian Navy were confirmed in rank on January 3, 1957.

They are:

Commodore Jeffry Vanstone Brock, Naval Member Canadian Joint Staff (London), and as Canadian Naval Member Military Agency for Standardization and as Senior Officer in Command.

Commodore Morson A. Medland, Naval Member of the Directing Staff of the National Defence College, Kingston.

Commodore Antony H. G. Storrs, Assistant Chief of the Naval Staff (Warfare) at Naval Headquarters, Ottawa.

Commodore Duncan L. Raymond, Assistant Chief of the Naval Staff (Plans) at Naval Headquarters, Ottawa.

Commodore (S) Charles J. Dillon, Supply Officer-in-Chief at Naval Headquarters, Ottawa.

## COs of Divisions Meet in Hamilton

The ninth annual conference of the Commanding Officers of Canada's 22 naval divisions was held in Hamilton during the week of November 19.

# HALF-YEARLY PROMOTIONS LIST

The names of 36 officers are contained in the half-yearly promotions list of the Royal Canadian Navy. The regular force is represented by 26 members and the Royal Canadian Navy (Reserve) by ten. The list of those promoted follows:

## ROYAL CANADIAN NAVY

### To be Captain (4)

Acting Captain Arthur Francis Peers, officer-in-charge of the Naval Research Establishment at Halifax.

Commander Victor Browne, Manning Commander East Coast.

Commander Marcel Joseph A. T. Jette, Base Superintendent at Sydney, N.S.

Commander Robert Waugh Murdoch, commanding officer HMCS *Sioux*.

### To be Commander (9)

Lt.-Cdr. (P) John William Roberts, Staff Officer (Air) to the Naval Member Canadian Joint Staff (Washington).

Lt.-Cdr. Ian Archibald McPhee, on the staff of the Commander-in-Chief Eastern Atlantic, HMCS *Niobe*.

Lt.-Cdr. Peter Godwin Chance, commanding officer HMCS *Outremont*.

Acting Commander Edmund James Semmens, Headquarters Supreme Allied Commander, Atlantic, Norfolk, Virginia.

Acting Commander William Hastings Howe, officer-in-charge Communications School, HMCS *Cornwallis*.

Lt.-Cdr. (O) Michael Henry Elvy Page, Assistant Director of Personnel (Officers) (Officers' Selection and Career Planning) on the Staff of the Chief of Naval Personnel at Naval Headquarters, Ottawa.

Lt.-Cdr. Donald Roy Saxon, HMCS *Niagara*, Washington, D.C., for liaison duties with the United States Navy.

Lt.-Cdr. (P) Donald William Knox, Commander (Air) HMCS *Shearwater*.

Lt.-Cdr. Andrew Laurence Collier, navigation officer HMCS *Magnificent*.

### To Be Commander (E) (2)

Lt.-Cdr. (E) Howard Douglas Mino-gue, Naval Headquarters on the staff of the Engineer-in-Chief.

Lt.-Cdr. (E) John William Hamilton, executive officer HMCS *Cape Breton*.

### To be Commander (L) (2)

Lt.-Cdr. (L) John Robertson Allen, Naval Headquarters on the staff of the Chief of Naval Technical Services.

Lt.-Cdr. (L) Ronald James Legeer, Assistant Electrical Engineer-in-Chief (Air) at Naval Headquarters.

### To be Chaplain, Class IV (RC) (1)

Chaplain (RC) Class III John Peter Farrell, HMCS *Naden*.

### To be Chaplain, Class IV (P) (1)

Chaplain (P) Class III Bruce Adolphe Peglar, HMCS *Stadacona*.

### To be Instructor Commander (1)

Instr. Lt.-Cdr. George Charles Edward Gray, HMCS *Stadacona*.

### To be Commander (S) (2)

Lt.-Cdr. (S) Donald Curtis McKinnon, Director of Personnel Stores, Naval Headquarters.

Lt.-Cdr. (S) Hugh McGregor, Executive Officer HMCS *Hochelaga*, and officer-in-charge Supply School.

### To be Constructor Captain (1)

Acting Constructor Captain Sturton Mathewin Davis, Principal Naval Overseer, Montreal area.

### To be Constructor Commander (1)

Acting Constructor Commander Earle Wyllie Kimmerly, Manager Constructive Department, Pacific Coast.

### To be Commander (SB) (2)

Lt.-Cdr. (SB) Albert Edward Mac-Donald Morbey, Staff Officer (Security) to the Director of Naval Intelligence, Naval Headquarters.

Acting Commander (SB) Donald Sydney Kenyon Blackmore, commanding officer HMCS *Gloucester*.

## ROYAL CANADIAN NAVY

### (RESERVE)

### To be Acting Captain (2)

Cdr. Allan Ross Webster, commanding officer HMCS *Donnacona*, Montreal.

Cdr. Liston Burns McIlhagga, commanding officer HMCS *Chippawa*, Winnipeg.

### To be Commander (3)

Acting Commander William George Curry, commanding officer HMCS *Hunter*, Windsor.

Acting Commander John Henry Curtis, commanding officer HMCS *Star*, Hamilton.

Acting Commander Edward Gordon Gilbride, commanding officer HMCS *Prevost*, London.

### To be Commander (E) (1)

Lt.-Cdr. (E) Edmund Ward Airey, HMCS *Prevost*, London.

### To be Surgeon Commander (1)

Acting Surgeon Commander John Robert Moore, HMCS *Discovery*, Vancouver.

### To be Acting Surgeon Commander (1)

Surg. Lt.-Cdr. Harvey Douglas Hebb, HMCS *Nonsuch*, Edmonton.

### To be Commander (S) (1)

Lt.-Cdr. (S) Sven Arthur Takalo, HMCS *Griffon*, Port Arthur.

### To be Commander (SB) (1)

Lt.-Cdr. (SB) Cyril Alfred Gilbert, HMCS *Carleton*, Ottawa.

Principal speaker on the opening day of the conference was Vice-Admiral H. G. DeWolf, Chief of the Naval Staff. The meetings were held in the headquarters building of the Flag Officer Naval Divisions, Rear-Admiral K. F. Adams.

The commanding officers of the 22 divisions came from every province in Canada—from Cabot, the naval division at St. John's, Newfoundland, to *Malahat*, Victoria, B.C. The annual conferences provide an opportunity for detailed discussion of matters of common interest to naval reserve units throughout the country.

The agenda included such matters as training programs, equipment and facilities, general administration, supply and accounting, and recruiting and public relations. Following the keynote address by the Chief of the Naval Staff,

other senior officers from Naval Headquarters addressed the naval gathering.

A reception for the visiting officers was held in the *Star-Patriot* wardroom and later in the week Admiral Adams entertained the conference members at his residence at Paris, Ontario.

## Captain Hinchcliffe Soon to Retire

Following a varied and, at times, somewhat exciting naval career, Captain C. I. Hinchcliffe, OBE, CD, RCN, who, as Principal Naval Overseer, inaugurated the Royal Canadian Navy's new construction program on the West Coast, will retire in February, 1957.

A native of Cumberland, England, Captain Hinchcliffe came to Canada in 1912 and was apprenticed to Yarrows

machine shop, a Victoria shipbuilding and repair firm.

During his apprenticeship he worked on many British and Japanese warships being repaired and refitted after action in the Pacific. He also served in an engineering capacity with the Royal Flying Corps at Camp Borden, Ontario.

He started his sea-going career in the famed old *Princess Victoria*, the B.C. Services fastest ship. Later he went deep sea in the "*General Pau*", a wooden ship built in the United States for the French government.

Captain Hinchcliffe re-joined the CPR Ocean Steamships in England and served on both the Atlantic and Pacific Services.

In October, 1925, he entered the Royal Canadian Navy Reserve at *Naden* and

continued to serve in various deep sea ships until 1929 when he went to England for the Canadian National Railways to stand by construction of the S.S. *Prince Robert*.

He was appointed to HMC Dockyard Esquimalt, on the outbreak of war, as Engineer Officer in charge of Auxiliary vessels, being converted for service use. He remained in this appointment until February, 1940 when he joined the *Prince Robert*, commissioned the ship and served in her until February, 1942, as engineer officer.

Returning to HMC Dockyard, he directed work under the Emergency Repair Agreement, and was responsible for repairs and conversion work, until December, 1943.

Capt. Hinchcliffe served in the Canadian-manned escort carrier *Nabob*, for a year, and for his services when the ship was torpedoed off North Cape, Norway, on August 22, 1944, he was mentioned in despatches. Five days later the stricken ship arrived in Scapa Flow where he received a cable informing him of the birth of a daughter.

He returned to Canada and rejoined *The Prince Robert* for service with the Pacific Fleet against Japan. Arriving in Australia a few days before V-J Day, the *Prince Robert* then joined a task force and participated in the relief of Hong Kong. This task was particularly appropriate as the *Prince Robert* had escorted the *Awatea* carrying the Canadian contingent to bolster the defence of Hong Kong in 1941.

"When we went there," Captain Hinchcliffe recalls, "the *Prince Robert*

carried the overflow of troops. We had three Army officers and about one hundred soldiers aboard and, during the voyage we came to know them quite well. It was a happy and gratifying experience on returning to Hong Kong to find them among the survivors.

In November, 1945, he became Manager of the Engineering Department HMC Dockyard, Esquimalt, until June, 1947, when he was appointed to Naval Headquarters as Assistant Chief Naval Technical Services (Ships). He was promoted to Captain (E) in 1948. In June, 1951, with the vast naval construction program ahead, he was appointed principal Naval Overseer, West Coast, in charge of all new naval construction there and was responsible for supervising the construction of the destroyer-escorts as well as three Bay Class minesweepers, the construction of a gate vessel *CNAV Porte de la Reine*; the conversion of the *Algonquin* and the construction of many smaller craft.

"It was intensely interesting working on these ships", he commented, "those which have already been commissioned have more than lived up to expectations."

Captain Hinchcliffe, whose main hobbies are gardening and golfing, has two sons, Peter, a student at the University of British Columbia who is an executive branch UNTD Cadet, and Richard 16, at school in Victoria, and a 12-year old daughter, Tanis.

### **Reservists Urged To Train Hard**

Reservists were advised to take their training seriously so that in case of an air attack on the city they could work closely with the civil defence authorities.

Rear-Admiral K. F. Adams, Flag Officer Naval Divisions, said this recently when he presented the Inter-divisional Efficiency Trophy to HMCS York.

York won the trophy, along with HMCS *Chippawa*, the Winnipeg naval division for 1955-56 and will keep it for six months.

Rear-Admiral Adams told the ship's company that reservists would be called upon to perform many of the duties of civil defence workers in the case of an attack. He also said that the navy's part in any third world war would provide the backbone of the fighting forces in the initial stages and emphasized the importance of steady attendance.

The award is made annually after a complete study of the results of an inspection of the reserve ships. Judging was based on analysis of each division's training program, general appearance,

### **TV Throughout British Carrier**

First it was steam, then it was steel ships, then the elimination of sail altogether, then steam-heated and later air-conditioned ships, and cafeteria messing with good food three times a day, and motor-driven chipping hammers and paint scrapers and spray paint guns and wax polishers and vacuum cleaners.

As if that wasn't enough they brought sound reproduction equipment to the ships to keep the sailors happy in their off-hours, and followed this up with movie projection equipment.

But, as the song goes, "They've gone about as far as they can go," for one of the latest Royal Navy carriers, the *Ark Royal*, is fitted with 50 table-model television sets, serving about 60 messes.

Virtually every member of the ship's company, when not on duty can view programs in his own mess.

Programs can be from a TV station, or when out of range, can be from film shown on board or they can be "live", produced right in the ship's studio by members of the ship's company.

Incidentally, the TV circuit can also be used for instructional lectures and addresses for briefing aircrews.

standard and efficiency of the ship's company as well as the administration, public relations and community relations programs.

This is the third year the trophy has been presented. It was originally awarded to HMCS *Prevost*, London. Last year's winner was HMCS *Discovery*, Vancouver.

The trophy is a mounted sterling silver model of HMCS *St. Laurent*, Canada's new destroyer escort. It was awarded by Vice-Admiral H. T. W. Grant, former Chief of Naval Staff, and the Naval Board of Canada.

### **Cdr. W. A. Childs Leaves Service**

Nearly four years of naval service at the command headquarters, Hamilton, Ontario, of the naval reserves came to a close in early December with the retirement from the service of Cdr. Walter A. Childs, Deputy Chief of Staff to the Flag Officer Naval Divisions.

Cdr. Childs was succeeded by Cdr. Leo P. McCormack, Port Arthur and Halifax, who at the time of his transfer to Hamilton was the Reserve Training Commander at *Stadacona*.

Born in London, Ontario, April 16, 1906, Cdr. Childs has completed 18 years of reserve and active duty with the Royal Canadian Navy. He played an important part in the establishment of the command headquarters in Hamilton for all naval divisions across Canada.



Captain Hinchcliffe is shown beside a painting of the *Prince Robert*. The picture was presented to the ship when she commissioned and was given to Capt. Hinchcliffe when he left ship. (E-38875)

# THE ROYAL MARINES OF SAN JUAN ISLAND

## *Pig's Death Brought Britain, U.S. to Brink of War*

**T**ODAY, it is unthinkable that the people on each side of the 49th parallel would commence a shooting war because somebody's pig managed to get itself shot. But such was almost the case 97 years ago.

As you look up from your clam-digging on the beach of Cordova Bay near Victoria, you are at once attracted by an island some eight miles out in the Strait of Georgia. San Juan is a beautiful island (and, curiously, is capable of strange mirages such as HMC Ships in line ahead appearing to glide out of the sea up over the highlands of the island and down into the sea again). It was on this island in the early summer of 1859 that there dwelt an American settler named Cutler. Now Mr. Cutler had a garden near the sea of which he was justly proud. Not far away, the Hudson's Bay Company had a farm, it being the practice to grow food for the company's servants who lived in the trading company's stockade at what is now the foot of Fort Street in Victoria. It seems that a pig wearing the mark of the H.B. Co. was rash enough to venture into Mr. Cutler's garden, no doubt seeking lush victuals. Less fortunate than Peter Rabbit, said pig departed this life.

The upshot was that the company demanded \$100 damages and Mr. Cutler said that he would continue to use his shooting-iron. Then members of the Council of Vancouver Island arrived to remonstrate with Mr. Cutler, but to no avail. On July 27, 1859, Captain George Pickett landed his Company "D" of the 9th U.S. Infantry from Fort Bellingham on the orders of General W. S. Harney of the Military Department of Oregon. Governor James Douglas in Fort Victoria soon received the news and promptly sent a message to the senior officer then at Esquimalt, Captain John de Courcy, RN, of HMS *Pylades*, frigate.

Of course, the pig notwithstanding, the stew had been simmering for some time. As Instr. Cdr. Little's following account points out, ever since the 1846 treaty the ownership of San Juan had been in doubt. When Fort Victoria was only seven years old, the Hudson's Bay Company had established a post on San Juan (1850). Three years later, the company landed livestock there. Occasionally, an American settler or two would move in from the mainland.

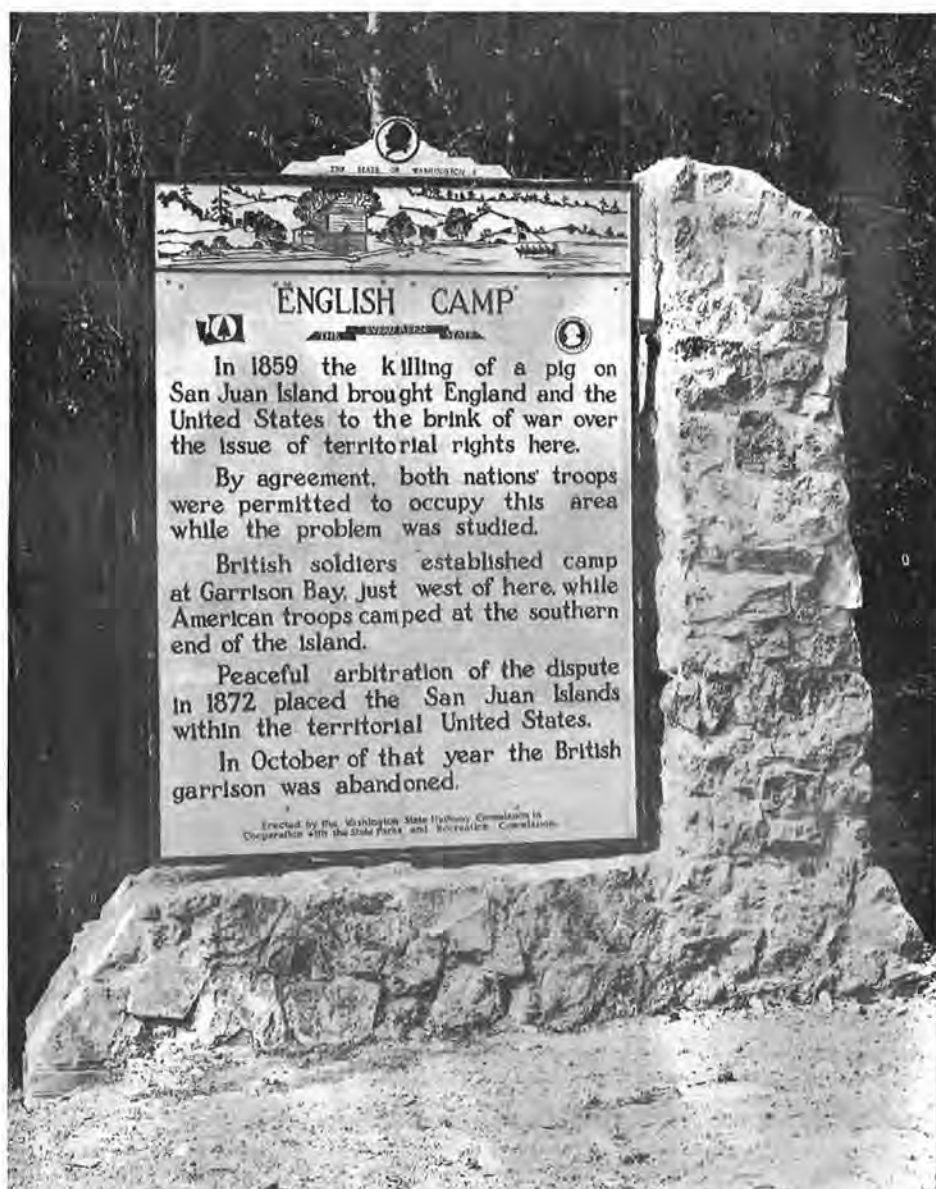
Governor Douglas' anger was justified too. He had witnessed the Union flag

being hauled down at Fort Vancouver on the Columbia and the total engulfment of the Oregon. He himself had put a stop to American encroachments in the Queen Charlotte Islands and on the Fraser River. So it was rather natural that he should see this latest development, sparked by Cutler and the pig, as yet another example of the "pressure and squeeze" technique with which he had had so much experience.

Within a few days of the American occupation, overwhelming naval strength from Esquimalt lay at anchor before the U.S. position. The ships

were: HMS *Tribune*, screw frigate of 31 guns, Captain Geoffrey Phipps Hornby, RN, (Senior Officer); HMS *Satellite* screw corvette of 21 guns, Captain James C. Prevost, RN; and HMS *Plumper*, steam sloop of 12 guns, Captain George H. Richards, RN. Captain de Courcy in the *Pylades* had sailed for San Francisco with despatches for the Admiralty.

The Governor demanded that naval operations should take place to isolate the occupation forces from the U.S. mainland but Captain Phipps Hornby insisted that the honour of the British



The historical marker at the entrance to the homestead on San Juan Island where the remains of the Royal Marine camp are to be found. (E-35566)

flag was maintained, no weakness shown and admirable restraint displayed by having such naval power poised at the scene. He considered that, so long as the Queen's forces had the upper hand, it would be better to leave the controversy to the diplomats. The Commander-in-Chief on the station, Rear-Admiral of the Red, Robert L. Baynes, CB, arrived in Esquimalt in his 84-gun ship HMS *Ganges* and, much to the annoyance of the Governor, endorsed the actions of Captain Phipps Hornby.

In due course, commissioners were sent by both countries and eventually an interim solution to the problem was found by setting up a joint-occupation policy. On March 20, 1860, a hundred Royal Marines from Esquimalt were landed from HMS *Satellite*. The fact that for 12 years the two forces lived in amity on San Juan island is attributable to the commanders of the troops. The American, Captain Pickett (of Gettysburg fame) was succeeded by a series of commanders; Captain George Bazalgette, Royal Marines, commanded the British force.

When, by arbitration, San Juan was awarded to the United States, the Marines embarked in HMS *Scout* on November 21, 1872, for Esquimalt. What remains today of this tiny outpost that might have become a part of Canada is portrayed in the photographs shown here which were taken during a visit to San Juan by the Flag Officer Pacific Coast.—E.C.R.

ON TUESDAY, April 10, 1956, a special visit was paid to San Juan Island by the Flag Officer Pacific Coast, Rear-Admiral H. F. Pullen, his Flag Lieutenant, Lieut. G. D. Pearce, the chairman of the Naval Maritime Museum, Esquimalt, Instructor Cdr. C. H. Little, and the commanding officer of the *Cedarwood*, Lt.-Cdr. J. O. Pearson.

The commandant 13th Naval District, Seattle, Washington, Rear-Admiral A. M. Bledsoe, USN, had kindly arranged for two local residents, E. M. Geneste and L. R. Errter, to meet the ship and to conduct the party by automobile around the island. These gentlemen were most helpful and informative throughout the visit.

English Camp is the local name for the site of Garrison Bay, (an arm of Westcott Bay that emerges from Mosquito Pass), occupied by the detachment of the Royal Marine Light Infantry which was sent to San Juan in 1860 to maintain British claims to the area.

The Treaty of Washington in 1846, defining the boundary between the United States and Canada, stated in part: "... the line of boundary between



Succumbing to the ravages of time, this is the Royal Marine blockhouse at English Camp on what was once the disputed territory of San Juan Island. (E-35576)

the territories of Her Britannic Majesty and those of the United States shall be continued westward along the 49th parallel of north latitude to the middle of the channel which separates the continent from Vancouver Island; and thence southerly through the middle of said channel, and of Fuca Straits, to the Pacific Ocean; provided, however, that the navigation of the said channel and straits, south of the 49th parallel of north latitude, remain free and open to both parties." (*Berlin Arbitration, American Case*, p. 24).

The interpretation of which channel was meant varied from Haro Strait, by the Americans, to Rosario Strait, by the British. San Juan is the principal island of the group which lies between the two disputed channels and has given its name to the difficulty that arose be-

tween Britain and the United States at that time. After various incidents, United States Army forces were landed on the southern part of the island in 1859 and established themselves at what is known as American Camp. In subsequent months arrangements were made for joint military occupancy until the question of ownership of the Island was settled.

On March 20, 1860, a detachment of Royal Marines, commanded by Captain Bazalgette, RM, was landed on the northern point of the Island. The detachment consisted of one captain, two lieutenants, a surgeon and 80 men. They established themselves on a good natural position looking westward over Garrison Bay. There was no conflict at any time between British and American forces, although strong British naval strength

could have been thrown into the balance, and even during the years of the American Civil War no belligerent action was initiated by the British authorities.

Eventually in 1872, the German Emperor who had been asked to act as arbiter decided that the international boundary should run down the Haro Strait. The Royal Marines were quietly withdrawn and the site of their camp passed into the hands of a local homesteader named William Crook.

About three-quarters of a mile away from the original barracks and further up the hillside is a little cemetery. Access from the main gravel road is by a footpath through the woods. The cemetery measures approximately 16 yards by six yards, is surrounded by a picket fence painted green and is entered by a stile at the south end. Inside the fence is a wide-spreading cedar tree; evergreens of various kinds are all around.

There are seven plots, five of which are single and two are double. Reading from north to south, the first plot and the sixth have no memorials and their occupants are unknown. No. 2 has a stone tablet which reads as follows:

*In Memory  
of*

*109th Co Charles Wood Pte  
who died Jan, 8th 1869  
Aged 28 years*

*ALSO*

*27th Co. James Wensley Pte  
who was accidentally drowned in the  
adjacent harbour April 7th, 1869  
His body was not found*

*Therefore Be Ye Also Ready*

*Erected*

*As a mark of esteem by their fellow  
Comrads of the above Co. of  
R. M. L. I.*

No 3 is the grave of William Taylor, who was not a Marine. He was a resident of the island accidentally shot by his brother who mistook him for a deer. How the body of William Taylor came to be buried in the little Marine cemetery is not known.

The fourth and fifth graves have stone tablets commemorating three Marine privates who were accidentally drowned, two of them in 1863 and the third in 1868.

No. 7 has a memorial consisting of a wooden slab whose top has been carved into the likeness of a Maltese cross. The value of photography in studies of this kind is illustrated by the fact that por-



The Royal Marines' cemetery plot on San Juan Island. (E-35581)

tions of the inscription indecipherable to the naked eye can be read in the photograph of the grave marker. It was erected in memory of Corporal G. E. Stewart, of the Royal Marines, "who suddenly departed this life June 1, 1863, aged 31 years". The name of his native town in England cannot be read.

The original camp site was on the eastern shore of Garrison Bay looking westward. Near the shore was the blockhouse and not far from it the parade square. Almost directly behind the blockhouse were two buildings which served as barracks. Still further behind, a little distance up the slope was the forge. On the northern side of the blockhouse was the jetty which led to the commissary, behind which was the storekeeper's house. Leading away from the south end of the parade ground and winding up the hillside was a set of steps and the path which led to the surgeon's house, the lieutenant's house and finally on the upper level, to the captain's house.

There was another jetty to the south of the blockhouse and a number of smaller buildings were scattered about the area. It is obvious that a great effort was put into the clearing of the trees and the levelling of the land.

When the Marines moved away, the camp was acquired by the Crook family. They turned the storekeeper's house into a family residence which is still occupied by two descendants, T. Crook, and his sister, (Mrs.) Mary Davis. Both are over seventy. Fruit trees were planted on the parade ground, and the other

buildings were put to various uses. At the time of our visit, the commissary building and the second barracks building were still standing, unpainted and weather-beaten. They are being put to homely farm uses. The blockhouse also remains despite the ravages of time and weather. A small portion of the blacksmith forge is still standing.

The fruit trees on the parade square have succumbed to age and are all hung with Spanish moss; as far as the wild rabbits will permit, the forest is creeping back. There is no sign of the officers' residences except the level ground on which they stood. Again, were it not for the rabbits, the trees of the forest undoubtedly would recapture the whole area. Down on the shore a few timbers remain to indicate the site of the original jetties.

Where the side road to the camp site leaves the main gravel road, is a sign, attractively supported by stone, which was erected by the Washington State Highway Commission, in co-operation with the State Parks and Recreation Commission. This sign reads as follows:

#### ENGLISH CAMP

*In 1859 the killing of a pig on San Juan Island brought England and the United States to the brink of war over the issue of territorial rights here.*

*By agreement, both nations' troops were permitted to occupy this area while the problem was studied.*

*British soldiers established camp at Garrison Bay, just west*

of here, while American troops camped at the southern end of the island.

Peaceful arbitration of the dispute in 1872 placed the San Juan Islands within the territorial United States.

In October of that year the British garrison was abandoned.

Where the Captain's house once stood, the Washington University State Historical Society has erected a stone monument whose four sides read:

British Camp  
1860-1872

Erected

Oct. 21, 1904

by the

Washington University  
State Historical  
Society.

As Arbitrator

William I

Emperor of Germany

Decided the

San Juan Case

October 21, 1872

First Officer

in charge was

Captain George

Bazalgette

of the

Royal Marines.

It is understood that various offers have been made to the present owners that, in return for financial security, they should make the homestead over to the State with the clear understanding that the camp would be restored to something of its former condition and made into a Park or Historical Site. The owners, however, prefer to remain, although they are able to do nothing to keep the property up. On the other hand, Mrs. Davis is very proud of her British connection and makes a point of preserving relics of the Marines and is delighted to show visitors what remains of the camp.

An observer is left with the melancholy conclusion that the buildings which still survive cannot last very much longer and that any effort to restore the camp should be undertaken while some of the original structures are left to form a focal point. Wood, even the best, has its term—weather and age will demand their just due; fire or the vandal may intervene unexpectedly.

In the cemetery, the stone head-pieces are reasonably time-resistant, but even they are falling victim to the type of visitor who carves his initials and chips off souvenirs. The wooden cross is definitely succumbing to age. As noted before, some words are already unreadable: it is only a question of time until the whole fabric collapses.—C.H.L.

## The Day They Changed the Pole

SOME scientific gentlemen, in a quest quite geological  
Were aboard the *Labrador* for a reason clear and logical.  
They were searching round the islands with some gear quite geodetic,  
For a mythical position called the Northern Pole, Magnetic.  
What's more, they had a theory, (quite a strong conviction),  
That, in days gone by, someone had made an error of prediction.  
And not content with *laissez faire*, or present *status quo*,  
They couldn't sleep at night, they really had to know,  
Just what was going on up here, what made the world go round,  
And so we came along with them, to push the ice around.  
They looked in here, they peered in there, exploring all the way,  
They didn't leave a bone unturned, in fiord or in bay.  
They beat the air, they churned the ground, with energy prolific,  
And took a thousand readings, with gadgets scientific,  
Noting them all carefully, plotting every curve,  
Experimenting all the time, with vigour and with verve.  
They went in little parties to the most forsaken spots,  
And sent each other messages, and collected earth in pots.  
What's more, they found the hidden staff, behind a lump of ice,  
It stood in lonely glory, and really looked quite nice.  
But being men of stern resolve, with iron in their hearts,  
They dug it up to examine it, in all its several parts.  
They photographed and measured it, and took X-ray pictures too,  
And found out quite a lot of things that really were quite new.  
And when everything was finished and when all the jobs were done.  
We took them back and sailed away towards the setting sun.  
Content with efforts strenuous, happy with their find,  
Not knowing just what ghastly ruin they had left behind.  
For a strange result had shewn itself, because of this great test,  
And somehow things were topsy-turvy, and the East was now the West.  
The sea-lanes of the world were full of shipping on its way,  
From far Peru to Timbuçtu, from Fiji to Cathay,  
And overnight their compasses had done a crazy swing,  
And old King Neptune's ears did burn to hear the telegraphs ring.  
The tanker out from Houston who was bound for Plymouth Sound,  
Was seen to head into the gulf, and finally run aground.  
And the skipper of a tramp ship gave his mate a lovely shiner,  
When, instead of being headed for the northern coast of China,  
He found his ship gyrating in a set of evolutions,  
Which brought him ever nearer to the farthestmost Aleutians.  
The Fleet was on manoeuvres, doing this and that,  
And the Admiral was so surprised he almost shot his cat,\*  
To see his Flagship losing way, and bringing up the rear,  
While the canteen-boat destroyer was busy issuing beer.  
The International Date Line was the cause of quite a flurry,  
When Oriental gentlemen waxed heated at their curry,  
In arguing which day it was, and did it change the price of tea,  
And messengers went scurrying from Canton to Wei-hei-Wei.  
From far and wide came messages of protest and of pain,  
Requesting this, demanding that, from up and down and back again,  
And agitated gentlemen wrote letters to the papers,  
About this most unheard-of thing, these Socialist capers.  
Then finally, when all reports had been investigated,  
And all the information collected and co-related,  
The finger of suspicion pointed to the guilty party,  
And mariners all over the world raised a laugh both long and hearty,  
For, you see, the Pole was long, and the ends were just the same,  
And there wasn't any mark to show which way it came,  
And when they put it back again, they admitted with a frown,  
They must have got it wrong somehow, and put it UPSIDE DOWN.

(First published in *Bergy Bits*, 1954; Attributed to E.M.P.)

(\* Old salts note: to shoot the cat: to be seasick.



## THE CAPTAIN'S LADY

**H**IS WIFE always shipped with him. Her name was Paula. I don't think there was a man in the ship's company who didn't covet the captain's wife. Except the dozen varieties of scum we carried for'ard, of course: they have no sensibilities. I was farther gone than any of them, perhaps because my position as first mate brought me more into contact with her, and gave me an opportunity to discover that her charm exceeded her beauty. She had an abundance of dark hair that would have shamed a less lovely face, and a soft symmetry of feature that eludes my memory. No man could be easy in the possession of such a woman.

They always lived ashore when we were in port for any length of time, and never settled on board until a couple of hours before we sailed. You may image, then, how surprised I was two nights before we were due out of Durban, to see Mrs. Nevinson crossing the gangway at close on midnight. We were lying up at Maydon Wharf at the time. Maydon Wharf lies several miles from town, and it is the last place on earth a woman should visit alone after dark. You are abandoned half a mile away by the bus, and that half-mile lies through a region mostly of total darkness, frequented only by those of courageous heart or of evil design. More than one seaman has there received a knife in his back in exchange for the little money in his pocket.

She looked about her in a furtive sort of way and went aft. At the top of the companion she turned and beckoned me to follow.

Now in the ordinary course I'm not what you'd call a lofty-moralled man. When it comes to a struggle between conscience and inclination I usually give inclination the benefit of the doubt. But this was Nevinson's wife, and Nevinson wasn't the sort of man I'd care to part brass-rags with on those terms. From the professional point of view he was a first-rate skipper. In seamanship I have yet to meet his equal.

But as a man there was something hard and enigmatic about him. You could never tell what he was thinking, or what would be his reaction to anything you said or did. His reaction to any irregularity in my bearing toward Paula was something I didn't dare to contemplate.

**W**HEN WE GOT into the light I saw she was pale and very agitated. She had picked up an old rag doll that used to lie around in the cabin—heaven knows why—and was twisting it in her hands as though she would wring its neck. She told me to come in, and came so close to me that even my fear of Nevinson began to grow dim.

"Is everyone else turned in?" she

asked in a tremulous whisper. I told her they were.

"Carson," she said, "you—you think a lot of me, don't you?"

"If it's any satisfaction to you, mam," I said, "I think more of you than is good for either of us." She blushed like a Java sunset and moved away a pace or two.

"I'm not making advances to you, Mr. Carson," she said with quiet entreaty. "I must put my duty before my inclinations. I've come here tonight because I need your help—urgently." She gave the doll an extra savage twist, and looked full into my abashed eyes. I thought she was going to cry. I stammered something about laying down my life for her. She drew closer again, and gave my hand a momentary squeeze. It was a long time before she spoke. She began several times and stopped, as though her opening words must sway some innate prejudice of mine.

"Would you take a great risk to help someone else for my sake?" I nodded, and before I could utter a confirmatory word she poured out the whole story in an incoherent torrent of words.

"It's my brother. He's done nothing wrong. He couldn't. You won't say anything to my husband, will you? I want you to help me smuggle him aboard as a stow-away. Ralph must never know. Never. He hates my brother. He would send for the police. We can keep him out of sight and take food to him. I had to confide in someone. He's innocent, never fear. I wouldn't drag you into anything . . . He was seen with the man who did it, and he can't prove he wasn't there at the time it happened. He's got no alibi. You see he was with— with someone who musn't be implicated."

Well, the following night we established the fellow as comfortably as we could in the after hold, without anybody even suspecting that Mrs. Nevinson had been aboard. I learned from

### Editor's Note

*Last July 1 The Crownsnest lost one of its outstanding lower deck contributors, the circumstance being the promotion of CPO H. R. Percy to the rank of Acting Commissioned Engineer. It is to be hoped the magazine has gained a contributor of commissioned rank.*

*The story which appears here is a tale of the sea, presented solely for its entertainment value, and it will be entirely futile to search for any naval significance therein.*

*It could serve, however, as a reminder that a command of language is one of the most useful tools a man can have in his kit. By not hewing closely to a "party line", The Crownsnest hopes that it may give some encouragement to good writing and the clear expression of ideas among naval personnel. It welcomes stories and articles whose themes are not too remote from naval matters and the sea.*





the newspapers that there had been an audacious diamond robbery up-country, and the Natal police were anxious to interview a man very closely resembling our stowaway.

**T**HE MORNING AFTER we concealed him the skipper came aboard, and by noon we were clear of the harbour, setting a course nor'east at our usual seven knots. It was my first crossing of the Indian Ocean, a voyage which should have been full of novelty and promise, but which threatened instead to end my career.

It wasn't difficult to supply the wants of a stowaway without arousing suspicion. I had always made a practice of inspecting the holds daily. But for all that there was more in maintaining my secret passenger than ever I dreamed of. The unwelcome attention of Nevison's dog, for instance, which I had to ward off by such a variety of bribes and 'trickeries' that I have a shrinking hatred of terriers to this day. And one day the steward remarked — with undue emphasis, I thought — that the Eastern air seemed to be good for my appetite. After that I imposed a merciless fast upon myself, and invented all manner of contrivances for secreting food while the steward's back was turned. Another time I had to sneak down to the hold in the middle of the night to stop the fool snoring.

It wasn't long, loving Paula as I did, before I divined that the man down below was no more her brother than you are my maiden aunt. Don't ask me how I knew. I never saw them together from first to last—on the night he came aboard there had been no trace of a moon, and we hadn't dared show a light—but there was a sort of fervour in their behaviour as if the trifling messages they entrusted to me were to determine the future of an empire.

The moral effect of all the secrecy became almost unbearable in time. Although I kept a close watch on myself, I became obsessed with a terrifying certainty that the furtive bent of my mind was making itself apparent in my manner and in my actions. Whenever I approached the after hold, no

matter how legitimate the nature of my ostensible business there, the desire to look around to see if I were being observed was almost irresistible. Sometimes I knew moments of panic stupor in which I fancied that I really had yielded to that desire. So it went on for nearly a fortnight. I formed the habit of mentally rehearsing every word and every action.

**I** OBSERVED Nevinson pretty closely. He betrayed no hint of suspicion. Not that his face lacked expression. It was one of those firm, conventionally handsome faces with a full mouth and a barely perceptible tilt to the nose. Yet the animation of his features bore no relation to his thoughts. It was no more than a vivified mask. A puppet-show of a face. In the light of subsequent events I am inclined to think he over-acted his part. No man could live in such intimacy with two people with a secret like ours and not sense our nervous restraint. Especially a man like Nevinson. But at the time we were too relieved by his apparent ignorance to suspect him of guile.

We were all in the cabin at dinner one evening—it was, luckily for our stowaway, the only meal of the day we shared—when Sparks brought in a signal. Nevinson glanced at it, crumpled it carelessly into his pocket, and turned to me with an ingenuous smile.

"Seen any stowaways on your rounds, Mr. Carson?"

"Stowaways?" The word startled me with a dozen fearful apprehensions, and I tried to disguise my involuntary shout with a foolish, ineffectual laugh. Paula played up admirably, evincing just the right degree of curiosity.

"Stowaways?" she echoed quietly. Her gentle tone seemed somehow to atone for and render harmless the blunder I had made.

"The Natal police think we may have their diamond thief on board. The ship is to be searched before going alongside at Colombo." He dismissed the matter with a contemptuous shrug and bellowed for the coffee.

"I suppose there's no possibility of their being right?" said Paula with shocking audacity. The steward mer-

cifully interposed himself between Nevinson and me at that moment.

"You're casting a reflection on Mr. Carson's performance of his duty, my dear," said Nevinson, insinuating heaven-knows what. I took refuge in my coffee cup and said nothing.

**P**AULA SOUGHT me out on the bridge that night. She had the rag doll again.

"Carson, what are we to do? How can we get him away before the search?" She seemed suddenly very young and helpless, like a dismayed child. I took a couple of turns about, and before I could think of anything even remotely expedient Nevinson came up flourishing his cigar like an erratic meteor in the dark.

"We shall be passing Sadu Atoll tomorrow night," he said. "I shall go in close, and if there's not too much of a sea I shall put in for water. It's getting lower than I like."

That was a lie. We had enough to see us through. Not with a very wide margin, it's true, but I'd never known him to worry about it before. He always left that to me. It could mean only one thing. He knew everything, and he was playing our game. I didn't like it, and when he had gone I told Paula so. She gave a strange laugh and said: "Don't worry, Carson, I know how to handle Ralph." But all the same, the thing tormented me for the rest of the watch, and gave me a miserable night. The only logical conclusion I could reach was that the skipper wanted to avoid the possible consequences of the man's discovery on board. Yet why should he be at such trouble to feign ignorance? I abandoned myself uneasily to the decree of Providence and the stratagems of Paula.

We had arranged that as soon as the steward turned in the following night, I would muster the hands forward, while Paula conducted the stowaway to my cabin. When we got close inshore he would lower himself out of the port, drop into the sea and swim ashore. After that he would have to fend for himself. That last was my own observation, and I noticed with



ungenerous pleasure it caused Paula some alarm.

The moon was high and full as the low, coraline islet came into view on our port bow that night. Nevinson, with unusual loquacity, had told me that Sadu was a much-used watering place, and had a native population of some hundreds. We were apparently approaching the uninhabited side, for there was nothing to be seen but a few stunted palms silhouetted against the moon. We went dangerously close. Had I not been so full of other forebodings nothing would have induced me to take her over that craggy bottom, even at Nevinson's order. I prayed for a cloud, yet was terrified of the peril it would bring.

NEVINSON STOOD beside me on the bridge, peering ahead as though seeking an opening. He stood in a crouching posture, ostentatiously refraining from looking astern. The side of his face nearest to me was in shadow, but I sensed that the narrowing of his eyes was occasioned by something more than the effort of scrutiny. His sneering smile seemed to be in the air, as though he emanated contempt for the shallowness of my deception. I wanted to shout at him. Ask him if he thought I was such a fool as to think he was unaware of what was going on. It humiliated me to carry on a pretence that had no longer any purpose, to gratify his whim by withholding what was no secret.

"I think that's close enough, Mr. Carson," he said, without turning his head.

"You think so, sir?" I said, trying to imitate his insinuating tone.

"Yes, or we'll all be swimming for it," the accent on the word "all" was barely perceptible. Perhaps I imagined it.

I could spare little attention for the stowaway, but my alert ears caught the sound of at least a dozen splashes that could have been of his making. We seemed to be traversing an interminable surf-beaten coast. I lost all sense of time.

Then Paula was standing before me with two cups of coffee. I questioned her with anxious eyes. She shook her head and set the cups on the binnacle. "We're in close, aren't we?" she said in feigned alarm.

"I don't think we dare go any closer," I said with as much emphasis as I dared. She smiled and went below, whispering: "Thank you, Carson," as she passed. That was the last I ever saw of her.

IT WAS almost a year later that I passed that way again. I had been relating to my first mate how Nevinson's wife had gone overboard with the stowaway. How Nevinson, after a peremptory: "Get back on your course, Mr. Carson," had stayed out the watch with me on the bridge, striding up and down with a sort of triumphant jauntiness in his step. He came below with me. We stood facing one another at the door of my cabin, each waiting for the other to speak. I heard him start to say something as he went into his berth and stop abruptly. I turned in with a light heart, thanking God it was all over.

He came to my cabin roaring drunk in the small hours, when I was enjoying the first refreshing sleep I had

known for a week, demanding to know what had become of Paula. When it became obvious that she had gone (and I was no less shocked than Nevinson), I suggested that we should put about and send a boat ashore to look for her as soon as day broke. He simply lapsed into a fiendish, hiccupping laugh and said: "Keep on your course, you fool, it's too late to turn back now."

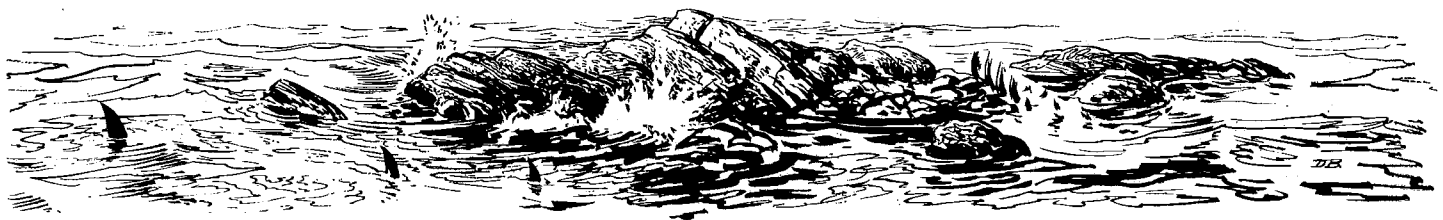
I could have killed him, then. One virtue I had always ascribed to him was a sincere love for Paula. I would never have believed him capable, even when drunk, of allowing a mere despicable thief to run off with his wife without giving chase. He lurched toward the door, and then turned to add with that same hateful laugh: "We don't want to be overdue at Colombo."

I was about to relate how, after repeated warnings, Nevinson had eventually been dismissed for inveterate drunkenness, and how, when I took over the command, Sparks had told me of the conspiracy over the mythical signal, when my listener seized my arm and pointed to Sadu, which was no more than a ragged blur on the horizon.

"If you'll take her in a little closer, sir, you'll see why Captain Nevinson didn't trouble to stop for water, and why he wouldn't put the ship about to search for his wife."

I did. And this is how I found Sadu. Barren, deserted, waterless; unsheltered, unvisited, unapproachable: sentinelled on every side by hungry fangs of coral, over which leaps incessantly a silent but impassable surf.

As we stood out to sea, a contented shark rose up beside us, turning his silver belly to the sun.





The pictures of craft of the 29th Motor Torpedo Boat Flotilla which appear here were taken by Lieut. (SB) Gilbert (Gib) Milne, RCNVR, on May 22, 1944—the very day the flotilla went into action against the enemy in the English Channel for the first time. (GM-2016; GM-1999; GM-1861)

## FIRST NIGHT OF ACTION FOR THE 29th *A Canadian MTB Flotilla Meets the Enemy*

**M**AY 22nd, 1944 was hot and sultry. The phone rang early that morning. Four boats were needed for an operation off the enemy coast and two more for a patrol. The Senior Officer detailed 460 and 462 for the patrol and 459, 464, 465, and 466 for the other business.

Everyone turned to and worked with a will to have everything on top line. Navigators drew their charts and carefully plotted the latest information about mine fields, studied tides, lights, buoys and shipping movements; gunners cleaned and checked their weapons. Ammunition had to be brought aboard and radio communications tested. Down below the motor mechanics left nothing to chance, double- and even triple-checking everything.

All hands went to supper at 1600 and then they sped over to Dover for briefing. With pennants flying and hands fallen in for leaving harbour they looked a fine sight as they moved off in neat formation. When they reached the 'Ops' room the Staff Officer (Operations) lost no time in putting them fully in the picture. Intelligence had reported a small German convoy escorted by four LCTs Mark 4 and an unknown force of "E" and "R" boats would be making up Channel and was expected to be just off Berk Buoy about 2330. The LCT Mark 4 (Landing Craft Tank) was originally designed for amphibious work in the planned, though never carried

### Exciting Pages of RCN History

*The accompanying article is an account of the first night of Channel action of the 29th Motor Torpedo Boat Flotilla following completion of the Canadian flotilla's work-ups. Manned and officered by Canadians, the flotilla had as its senior officer Lt.-Cdr. (now Commander, RCN) Anthony Law, RCNVR.*

*The account is extracted from "A Cadet's History of the 29th Motor Torpedo Boat Flotilla, Royal Canadian Navy," written by Instructor Lieut. Douglas J. Williams, of HMCS Venture, and entered in the 1955 Barry German Prize in Naval History contest, where it won second prize.*

*The object of Lieut Williams has been to present a segment of Royal Canadian Navy history in a palatable, easily assimilated form for young men.*

*What is printed here is a brief chapter from the story of a flotilla, which had an exciting, valuable and honorable career up to the moment when it was tragically destroyed by fire in Ostend Harbour in February 1954.*

out, invasion of Great Britain, "Operation Sea-Lion". The Allies had themselves to design and build many such vessels before D-day could become possible. When the idea of invading Great Britain had been abandoned by the German high command, the LCTs had been modified for convoy work in the Channel. Heavily armed with 88mm, Oerlikon and Bofors, they were called flak barges or flak lighters. Their fire power was tremendous and no one who has ever seen them or felt their sting speaks of them disrespectfully. The "E" and "R" boats were the German equivalent of our MTBs and MGBs, but very much faster.

A force of eight MTBs commanded by Lieutenant Plugge, RNVR, of the 3rd Flotilla, Royal Navy, was to intercept the convoy and engage it. Four boats were from the 3rd Flotilla, group "Able" and four from the 29th, group "Baker".

The briefing over, a few more details were discussed at the SO level and then everyone was away to his boat. There was a feeling in the air that the sparks were really going to fly that night and no one wanted to let the side down in any way. Out came the warm sea clothes—strange coloured sweaters, old pants and little woolly caps. Binoculars were placed meticulously in their correct place on the bridge so that the CO could put his hand upon them in the darkness without losing a moment. Signal lamps

checked; everything was ready. "Let go aft, Number One". They were off.

In the dying moments of the long northern dusk, the Senior Officer of the force in 354 slipped out of the concrete pen stern first. Then came his running mates right behind him. Once clear of the harbour Force 'Able' went into line ahead formation. "Baker" did the same positioning themselves to starboard of "Able" at 200 yards. The noise of the engines rose in pitch as Lieut. Plugge opened up to 25 knots. This formation was not the most suitable for this occasion, for the night was pitch black without the faintest trace of light on the horizon. In such visibility station keeping at 200 yards even with the help of radar was extremely difficult and eventually resulted in three boats becoming detached at a very crucial time.

The boats roared on in the darkness, everyone tense and standing closed up at his action station. The sea swished under their feet and the monotonous reports of bearing, distance and amplitude of friendly echoes coming up from the depths of the radar shack rang out eerily into the night. The navigator calling crisply for changes of course at the outer Lade and East Bullock buoys, the volcanic roar of the engines, the sound of feet on the bridge, this was the music of the night; at least the prelude!

The SO of the force glanced at his watch as Berk Buoy came abreast; 2330 exactly! When time permitted he must say a kind word to his navigator for this piece of work, he reminded himself. He looked slowly around. There was nothing, nothing but blackness. He was neither suprised nor disappointed at not finding the quarry there right on the dot. Already he had made plans for such a contingency.

Turning south he ran parallel to the coast for 10 miles and then swept back and forth across this strip of water. He was in an excellent position. This advantage was offset a few moments later as the three boats astern of him (group "Able") fell out of the formation as he turned at the northern end of a run. Things were embarrassing indeed for it cut the effective strength of the force from eight to five and, worse than that, should an action begin, these three lost boats could be mistaken for the enemy. They might even attack the other five boats themselves!

Before the SO could do very much about it, things began to happen. Suddenly the bright greenish light of a starshell lit up the sea dead ahead. Here was something! Was it friend or was it foe? The engine spluttered, revved madly, coughed again. Of all times for an engine to act up and in the SO's boat

too. He made a rapid decision. Calling up the Senior Officer of Group "Baker" he passed over command of the force to him and then turned about and got clear of the area at best possible speed. A broken down boat in an action such as may well develop here was likely to compromise the whole affair and as for leading!

So now the 29th group "Baker", were on their own: the team! The moment Lieutenant-Commander Law took over he changed formation to "Order 7", that is he placed his boats on his port quarter in line of bearing. The advantages of this formation should be noted. Everyone in the formation can maintain an unrestricted view of the leader and thus can follow his changes of course, speed and tactics quickly. They can all see the enemy the whole time during the approach. Station keeping is easier except in steep and rapid turns.

The boats slid into their new berths quickly and silently. More star shells burst up ahead slightly on the port bow. At the same moment news came from the radar. "Green 10, Range 3,000 yards, amplitude 3x, four echoes, several smaller ones".

When an echo is reported, the CO wants the maximum amount of information in the shortest possible time. The phrase "Green 10" tells him that the vessel beams 10 degrees on his starboard bow. "Range 3,000 yards" is self-explanatory. "Amplitude 3x" is an assessment of the size of the echo based upon a pre-arranged scale so that an experienced officer can estimate the size

of the target and possibly identify it. Tracer started to sail in towards them now and up ahead the three lost MTBs from group "Able" could be seen trying to break off from the enemy.

This was "it", the moment all had been waiting for. Now that the three boats had been identified, the 29th was free to act. First the range had to be closed. Holding their fire, they moved in at 25 knots still holding the line of bearing formation and all the while taking everything the Germans could throw at them. Streams of tracer came hosing down upon them and black puffs of smoke marked the bursts of the 88mm anti-personnel shells.

In the midst of the rear, the ping and whine of splinters and shrapnel kept heads bobbing up and down. Dull thuds as shells struck the woodwork and heavy splashes as near-misses sent water spouts shooting up on each side became so regular as to pass unnoticed after a while. A sudden extra loud crash and away went 464's ensign, jackstaff and half the bridge.

Out of nowhere small high speed skimmers, rather like outboard racing motor boats, appeared. This was something new! They found out later that these midget craft were being used for the first time that night. Lieut. S. B. Marshall in 466 turned towards them and opened fire. The rest carried straight on into the heavy fire coming from the four flak barges.

At 300 yards the SO put his three remaining boats into "Order One" (line ahead) which brought all guns to bear.



Then they opened up with everything they had. What a broadside! Heavy and right on the target! They kept up the fire for a few seconds then turned at top speed and were off. MTBs aren't built for slugging matches. Pick your moment, dash in through whatever the enemy cares to give you, deliver a hard blow and get out fast; this is the essence of MTB work.

A few moments later they were able to reduce speed and catch their breath while the SO signalled Dover, reported the action briefly and making a rough and ready assessment of the damage. Then, turning north-east at seven knots, they moved back towards the convoy. An echo came up at 2,000 yards, but proved to be a false one. A set of star shells revealed nothing.

By now the force was approaching a section of the Channel which was



**Smiths Have It In Navy Names**

If you're one of the Jones Boys the records show that you have 120 naval "brothers".

However, don't get too proud about there being 121 Joneses in the Royal Canadian Navy. The records also show that you are barely in the running name-wise. The Smiths have you outnumbered by more than twice, 285 to be exact, with an additional five Smyths and three Smythes.

Jones, it develops, is on a par with Wilson, that is if you discount the four Willsons, but there are fewer Taylors, only 101, and fewer Clarks, 79, although there are more Clarks if the Clarks are added, 57, for a total of 136.

Brown is more popular than Jones, with 155, and is far and away the most popular colour in the Navy. Colourwise we have 53 Greens plus three Greenes, three Golds, 34 Grays, 28 Blacks, two Blues and 77 Whites and nine Whytes. There are no Reds in the RCN.

Back to straight, uncoloured names, it may be of interest to know, though why it's hard to say, that Thompson and Thomson number 112, and Mcs and Macs number the astounding total of 1,581, broken down to 1,005 Mcs and 576 Macs.

Had enough? No! Well it seems the clan MacDonald or Macdonald has 130 representatives sailing the briny blue and the clan McDonald only 31.

Staying with the letter M it appears that more than one sixth of all naval personnel have names starting with M, including the aforementioned Mcs and Macs. Three thousand five hundred and seventy-six qualify for this honour. The nearest runner-up is the letter B with 2,814 protagonists, followed by the letter S with about 2,400 supporters. The letter C isn't far behind with 2,324 names.

Most distinctive appears to be X with a single supporter, followed by U with 46 and Q with 52.

marked on the charts as an RAF bombing area. It was strictly forbidden for any Allied surface vessel to enter this area for the RAF had been briefed to destroy anything inside it indiscriminately. Nothing more could be done in this case, so the 29th turned for home.

The first rays of the morning sun came over the eastern horizon as the boats reach Ramsgate and secured alongside. The fourth boat which had run off after the skimmers was already

back and moored.

Once ashore everybody pieced their stories and impressions together. One thing became clear, the 29th had done well. The violent and accurate broadside they had delivered at less than 300 yards had hit the enemy hard and caused damage. Nevertheless it wasn't a great victory in terms of tangible results. It was a start. They had been blooded and every man knew that better things were to follow.

**Book Review**

**PRISONERS IN HONG KONG**

A factual but highly readable account of the life of Commonwealth prisoners of war at the hands of Japanese at Hong Kong is to be found in "Passport to Eternity" written by a man who was a prisoner himself.

Lt.-Cdr. R. B. Goodwin, OBE, RNZNVR, tells the story in minute detail after exhaustive checks with many others who played a role in this story. It is a story of courage and perseverance.

The second part of the book devotes itself to the intricacies of organizing escape plans which never materialized and the sufferings of those who were caught in the planning. One of the major appeals of the book is Goodwin's ability to tell his story with what appears to be a fully objective outlook.

However, the most revealing story is in the first part of the book where one reads of how desperate men were for truthful news and to what ends they

went to get it. It is a tribute not only to the ingenuity and bravery of those who worked to get that news from outside but also a tribute to the free world that made truth such a precious thing.

—R.A.V.J.

PASSPORT TO ETERNITY. By Ralph Goodwin; published by McClelland and Stewart Limited, Toronto; 192 pages; \$3.

**CAPTION NAMED WRONG PORT**

A letter from Mrs. Cornelius Burke, of Ramea, Newfoundland, draws attention to the fact that a picture on page 15 of the July 1956 issue of *The Crow'snest* was incorrectly captioned.

The picture shows the Lieutenant Governor of Newfoundland, Sir Leonard Outerbridge, being greeted by a host of children at Ramea, south coast community—not at St. George's on the west coast, as stated in the caption.

# AFLOAT AND ASHORE

## PACIFIC COMMAND

### HMCS *Sioux*

Sailing from Esquimalt in early November, the *Sioux*, with the *Jonquiere* in company, spent the first night in Nanoose Harbour and proceeded the next morning to Ocean Falls where the rainfall per year is from 160 to 200 inches.

It was raining when the ship arrived. This small community houses the Crown-Zellerbach Pulp and Paper Company and has the distinction of having provided three of the five swimmers taking part in the Olympic Games.

The town had suffered five inches of rain on the Sunday before we arrived and all workers had had to be called out to run machinery, keeping the level of the dam down just enough, in spite of the fact that the full 13 flood gates were in operation. It was raining when we left . . .

The next port of call, if it can be called that, was Selwyn Inlet in the southern Queen Charlottes. This provided the first opportunity for the

would-be hunters on board to try their luck and thus, armed with enough ammunition to start a war and with rifles to match, they disappeared into the underbrush along different parts of the shoreline, to emerge cold but triumphant several hours later with a total of five deer.

On Remembrance Day we arrived in Port Alice on Northern Vancouver Island and after holding a service on board, made for the open sea as gale warnings of some proportion had been hoisted.

It was quite a relief to make Nootka Sound the next morning, as the forecast had been correct. It was one of the last Spanish possessions in the area where Captain George Vancouver signed the Nootka Convention in 1772.

The ship anchored in Head Bay, a lovely spot set in the middle of huge mountains covered with fresh snow. All avid fishermen were soon over the side in anything that would float, but rock cod and the occasional bass proved to be the only catch, as the salmon were moving up-stream to spawn.

The highlight of the two-day stay was the shooting of a four-hundred pound black bear by Ldg. Sea. Dudley Hutton. He managed to retrieve one massive leg which was duly enjoyed later, apart from a slight fishy taste.

Another rough night was spent en route to Port Alberni where local officials were later entertained on board. The Peruvian Naval ship *Callao* was in port and hospitalities were exchanged.

The *Sioux* and *Jonquiere* sailed for Esquimalt the following morning to complete an interesting trip.—D.M.

## Ordnance School

Ord.-Cdr. Martin Beardmore, officer-in-charge of the School for the past two-and-a-half years, has left to take up a new appointment as ordnance officer in *Niobe*. Ord.-Lt.-Cdr. H. E. Lukey was temporarily in command until Ord. Cdr. A. L. Wells arrived in November from Sweden and *Niobe*.

Before his departure, a farewell get-together was held in the CPO's mess, *Naden*, for Cdr. Beardmore, at which time CPO Jack Anslow awarded him the Order of the Mobile Hotel "Station Wagon" and the "PNE and TRO Bar" (Cdr. Beardmore was closely associated with the Pacific Exhibition during his period on the West Coast.)

Personnel moves included the following: CPO Ronald Street was in the school for four weeks, on his way from the *Sioux* to *Griffon* to relieve CPO Tom Angus; Ldg. Sea. Harold Hopkinson came to the school from the *Athabaskan*; CPO Bob Bracken and PO R. C. McCallum, two reservists from York were at the School in September for a two-week course; AB Herbert Carol returned from *Chippawa* in September, while PO Norman Blais left the School to join the *Ontario*, and Ldg. Sea. Charles Nowell and AB Ronald Simpson were drafted to the *Athabaskan*.

## ATLANTIC COMMAND

### Operational Diving Unit

East Coast HMCS *Granby* and the Operational Diving Unit are now functioning under a unified command, with Lt.-Cdr. C. S. Smedley as commander of the unit and commanding officer of the *Granby* and Lieut. Ross Dickinson as executive officer. The staff is further augmented by Lieut. Alan Sagar



Commodore (E) J. B. Caldwell, Commodore Superintendent, HMC Dockyard, Esquimalt, congratulates Gordon V. Smith, the naval transport driver who took a national championship award in the Roadeo run by the Automotive Transport Association in Toronto in November. Mr. Smith won the single-axle semi-trailer class. Two other civilian drivers from the Pacific Command, Aldo Duz and Dave Buttrey, each took fifth place in the Toronto Roadeo. Before going to Toronto, Mr. Duz took first award in the tandem-axle semi-trailer class at London, Ont., and Mr. Buttrey took first place in the straight truck class there also. (E-38796)

and a later message appointed Lieut. J. D. Vincent and Lieut. R. V. Busby here for duty.

The *Granby* has become the parent ship for the diving world of the East Coast and all operational divers operate from her. There are still vacancies for divers in the unit and the training section, under Sub-Lt. L. M. Lafontaine, is recruiting for diver candidates. For those interested Clearance Diver (Ships) courses are also being conducted.

It is pointed out that these courses are not just pleasant interludes in a service career but involve rigorous training and a desire to be of assistance to the Fleet. All CD (Ships) can be exercised by the unit or the school whenever they can be spared from their ships and these exercises are most necessary to keep in shape for CD (Ships) duties.

Despite rather chilly conditions a fair amount of diving is being done, there being a total for November of 110 hours in the water. Work is of the normal type from the recovery of bodies to the search for lost articles and underwater examinations of ships.

Following the visit of Lt.-Cdr.-at-Arms Wilfred Pember, who addressed the ship's company on the merits of the RCN Benevolent Fund, a total of 50 individual subscriptions have been made. This reflects favourably the feeling that is held concerning the fund. Lt.-Cdr. Pember clarified a number of "beefs" previously held by individuals.

#### HMC Communication School

Cd. Comm. Off. A. E. Young, joined the staff of the Communication School at Cornwallis from the *Magnificent* in September.

Two Communication Trade Group 3 courses commenced in September. Both the visual course, 3V5, and the radio course 3R6, are 12 weeks in length and both are comprised of 14 petty officers first and second class.

On October 8 the 7th Commissioned Communication Officers' course commenced their 20 weeks in the Communication School. The course is comprised of six Chief Petty Officers: Charles Bourgeois, Ralph Davies, Richard Johnson, Robert Palmer, Sam Iscoe and Wilfred Henderson.

Cdr. W. H. Howe, officer-in-charge, HMC Communication School, visited the Royal Canadian Sea Cadet Corps *Chebogue*, of Yarmouth, Nova Scotia, and presented the Corps with a cup for qualifying the greatest number of Sea Cadets in communications in 1956.

The cup was instituted by the Communication School and is presented an-



The highest average mark ever achieved in a TD2 qualifying course at the TAS Training Centre, Naden, in recent years was that set by the TD2 "T" class which completed training on August 10. Outstanding in the course was PO H. J. Wyatt who completed the course with an average of 90.4 per cent, the highest percentage ever gained by a TD2 on the West Coast. Members of the class are, back row, left to right: Ldg. Sea. K. A. Jeffries, Ldg. Sea. C. R. Kniert, PO H. J. Wyatt, AB D. A. Clackson and Ldg. Sea. F. C. White. Front row, left to right: Ldg. Sea. H. J. Ferguson, PO R. S. avis (course instructor), and AB J. L. Dolphin (E-37908)

nually to the Nova Scotia Corps qualifying the most in communications. It was previously won by: RCSCC *Sydney* at *Sydney*, 1953; RCSCC *Neptune* at Lunenburg, 1954; RCSCC *Chebogue* at Yarmouth, 1955.

During September and October two classes of Air Midshipmen, the first to graduate from *Venture*, were given a three-week communication indoctrination course in the Communication School. From here they went on to flying training with the RCAF or USN. In January their term mates were to take their Communication "Subs" Course in the School.

## NAVAL DIVISIONS

### HMCS York

*York* reservists may have shared the spotlight with the RCMP Musical Ride and Arthur Godfrey, but to many attending the Royal Agricultural Winter Fair on November 9, the tars were the stars of the Horse Show.

*York* provided a guard for the Minister of Agriculture, Hon. W. A. Goodfellow, at the official opening ceremonies of the Winter Fair. Lt.-Cdr. Peter J. Wilch, ship's gunnery officer, was in charge of the guard.

Members of the York brass band under the direction of Lieut. (S) R. H. Plunkett, paraded with the guard.

The "Nelson tradition" was the keynote at the Chiefs' and Petty Officers' second annual mess dinner held on the drill deck of *York* recently.

Commodore R. I. Hendy, Senior Naval Officer, Toronto area, guest speaker for the evening, spoke of the Nelson tradition as something which every sailor should be proud. "Nelson is an inspiration to others", he said. "The famous Admiral was obedient to his superiors, considerate of others and had a high regard for his officers and men."

Later in the program, CPO H. Catley, in his response to the toast to the navy spoke further on the "Nelson tradition" and highlighted the achievements of other British naval officers of the period.

CPO F. Hopkins, president of the Chief and POs' Mess, who chaired the mess dinner, extended a vote of thanks to the members of the mess who assisted with the dinner. He also thanked the wrens who helped in arrangements.

Other members of the mess committee included PO A. S. Tippett, vice-president, CPO W. R. Rees, secretary and CPO J. Hawthorne, treasurer.

# Totem Poles Recall Vanished Seafarers

## *Brockville Takes Scientists to Indian Village Site*

THE WEEK of October 14-20, 1956, was an eventful one for the crew of HMCS *Brockville* and her civilian passengers, including myself and three other members of the scientific staff of the Provincial Museum.

Tuesday and Friday of that week produced two of the sharpest October storms to hit the coast in a number of years. Winds over the open waters reached 85 miles an hour. Thursday morning, however, found the *Brockville* a dozen miles northwest of Cape St. James on the west coast of the Queen Charlotte Islands, edging inshore on the lee side of Anthony Island, a mile-long wooded islet sitting in the open Pacific.

Riding the swells in the lull between the storms, the ship moved carefully through the imperfectly-charted waters. All eyes scanned the shore. Then, half-hidden behind a sheltering rocky knoll, our objective came in sight: the totem poles of the long-deserted Haida Indian village known to the early traders as Chief Ninstints' village, or simply, Ninstints.

There had been real doubt whether we would be able to land. However, the whaler was lowered into the rise and fall of the swell, and a mixed crew of sailors and civilians scrambled aboard and (after a fashion) manned the sweeps. Soon we gained the calm waters of the tiny bay and stepped ashore.

This is a view of the beach on tiny Anthony Island in the Queen Charlottes where the Indian village of Ninstints once stood. Thirty-six totem poles remain. Some of them are decayed beyond hope of restoration, but 16 will be salvaged this coming summer and placed in B.C. museums. (E-38217)

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By Wilson Duff  
Curator of Anthropology, Provincial  
Museum of British Columbia

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For me, and for my fellow anthropologist Michael Kew, the landing was something of a personal triumph. I had spent three years trying to get to this village. Other deserted Haida villages on the Queen Charlottes had been more accessible, and I had already been able to study and photograph their remaining totem poles, and to return and salvage those that were sound enough to move.

This had been done as part of a large scale programme, undertaken jointly by the Museum and the University of British Columbia, with the support of private industry. Its purpose is to preserve the last of these magnificent native sculptures while there is still time. The poles from these villages are now safe in storage. They form part of our stock of "old masters", to be displayed indoors in museums, and (for outdoor display) to be copied in new, sound cedar by Mungo Martin and his fellow Indian carvers in Thunderbird Park. Now, finally, we could examine the poles of Ninstints, and find out how many of them we would be able to add to our all-too-meagre stock.

As the whaler pulled through the narrow entrance into the curving, shel-

tered bay, the sight before us far exceeded my expectations. Three dozen weather-bleached totems, crowded close together around the rim of the bay, faced us as we entered. In a way it was a depressing scene. Here were the bleached bones of a proud way of life that was dead. Many of the carvings were decayed beyond recognition, the frames of the old houses had fallen askew and lay rotting on the ground, moist vegetation had overrun the village.

But it was also an awesome and stirring scene. There was a strength and strange beauty in the boldly carved figures of grizzlies, beavers, and whales staring from the poles. This art had been developed on this rugged and tempestuous coast, by a hardy and vigorous people attuned to its harsh rhythms, and like all great arts, it reflected the spirit of its time and its makers. At any rate, I was awed by the sight, and so were the others who came ashore.

We could imagine the same scene a century ago, with the men of Ninstints guiding their seagoing dugout canoes into the sheltered bay. They didn't fear the sea, and purposely built their village on this rocky exposed island to be close to their halibut fishing banks, and to be within easy reach of the early traders who came in sailing vessels to trade for furs. Great seamen and fighters, they set out from here on trips of commerce or war which took them to all parts of the Queen Charlottes, and to the mainland as far south as Vancouver Island and as far north as the Nass River.

In later years they voyaged to Fort Victoria in search of new forms of wealth. But in Victoria in the summer of 1862 (along with thousands of other visiting northern Indians) they were infected with the dreaded smallpox, to which they had no natural immunity. Their flotilla of canoes streamed homeward, then faltered to a trickle as the occupants died of the disease. Enough reached home to infect the village, and perhaps half of the villagers were quickly killed.

This blow was the beginning of the end for the proud village of Chief Ninstints. By 1890 the white man's gifts of smallpox, alcohol, syphilis and gunpowder had reduced the population to a sad remnant, who left their village and







Wilson Duff, curator of anthropology at the Provincial Museum of British Columbia, Victoria, and assistant anthropologist Michael Kew, right, study carvings on totem poles still standing on the site of a long-abandoned Haida Indian village on Anthony Island. An expedition to this lonely islet at the southwest tip of the Queen Charlottes was carried out by scientists in the coastal escort *Brockville* in mid-October. (E-38220)

moved north to Skidegate with the survivors of other southern Haida villages. Today it is difficult to find anyone who can trace any relationship to the old village of Ninstints.

We spent the whole afternoon ashore, examining and photographing the fine old totems. We were not surprised to find that most were beyond salvage. But some, sheltered by the invading growth of spruces, were still sound, and revealed with clarity the bold, firm lines of the Haida carver's knife and adze. In all, 16 of the poles were wholly or partially salvageable. This was more than we had dared hope to find, more than remained in all the other Haida villages together. We could now plan a salvage expedition for next summer, to remove the poles and swell our stock of "old masters" in storage. With these, we will have a very respectable sample of the art of the Haidas. The first part of the *Brockville's* mission was a heartening success.

Although we had been drawn to Anthony Island by the totem poles, there were other important things to be investigated as well. Dr. Clifford Carl, the museum director, and Charles Guiguet, curator of birds and mammals, began immediately to collect samples of the island's animal life, from millipedes to mice.

Two hundred mouse traps, baited with walnuts, were carefully set out by Mr. Guiguet, to be left overnight in the hope of catching a number of these tiny nocturnal mammals. *Peromyscus*, the

white-footed mouse, is a common animal, but an important one to science. It is a "plastic species"; that is, its colour, size, and proportions change readily in response to changes in environment. To biologists, these minor variations are the steps of evolution in progress. Small islands are natural laboratories for studying the effects of isolation and environment on such mammals. Accordingly, the museum biologists have spent several years investigating many of the islands off our coast. But Anthony Island had never been investigated, and represented a glaring gap in their knowledge.

Friday's storm prevented a landing to pick up the traps, and forced the *Brockville* to remain at anchor in the shelter of nearby Lousconne Inlet. On Saturday morning, however, Lt.-Cdr. Cassels edged her in close to Anthony Island once more, and Mr. Guiguet retrieved his traps. The "bag" was an impressive 22 mice, which were soon lying frozen in the ship's refrigerator.

The second part of our job was done. The *Brockville* was able to signal Pacific Command headquarters that one of the most unusual missions in her long and closing career, the search for totem poles and white-footed mice, had been successfully accomplished.



## Navy Thanked for Springhill Aid

The prompt response of the Royal Canadian Navy to the Springhill mine disaster last fall was the subject of a letter of appreciation from H. C. M. Gordon, vice-president and general manager of the Dominion Coal Company.

The letter, addressed to Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, read:

"You will, I am sure, understand how it is that I have not been able to find an earlier opportunity to write to express my personal thanks and those of The Cumberland Railway and Coal Company for the very real assistance given by various members of the Royal Canadian Navy under your command on the occasion of the explosion at No. 4 Colliery, Springhill.

"It is most difficult for find words to properly express our thanks for the great help received from the Royal Canadian Navy. Your generosity in sending supplies and medical personnel, the untiring efforts of the latter and your making available a helicopter for transferring patients to hospital in Halifax, are all greatly to be admired. Contributing in no small degree were the portable oxygen supplies made available by the Armed Forces.

"Much appreciation was expressed on all sides at the time and now that the strain of the fateful happening is receding somewhat, it is being realized that the kindly thought which prompted your help as well as the spontaneity and willingness with which that help was forthcoming does much to strengthen faith in one's fellow man.

"The individuals who participated are unknown to me personally but I should much appreciate it if you could find it possible to express to each, as I now do to you, our very sincere thanks. I am sure that memories of their unselfish kindness and goodwill will long remain with the townspeople of Springhill."

## Promotion to Acting Captain

Commander (E) Erik Revfrem, 43, of Victoria, Manager Engineering, Pacific Coast, and Manager Engineering Department HMC Dockyard, Esquimalt, was granted the acting rank of captain (E) on December 15.

Captain Revfrem was born in Norway and came to Canada in 1941. He entered the Royal Canadian Naval Reserve the same year and has since held engineering appointments in minesweepers, corvettes, a frigate and the auxiliary cruiser *Prince Henry*, during the Second World War. Since the war he has served in the destroyer *Athabaskan* in Korean waters and in the aircraft carrier *Magnificent* as well as ashore on both coasts and at Naval Headquarters.

# THE NAVY PLAYS

## **Naval Bonspiel For Hamilton**

The Ottawa Naval Curling Club has completed arrangements for the first annual Naval Curling Association Bonspiel to be held in Hamilton, Ontario, on Monday and Tuesday, March 11 and 12.

Entry forms have been sent to all establishments which have indicated an intention of sending rinks to this competition. There will be a truly cross-country representation since establishments from both coasts, and many intermediate shops, have expressed a desire to participate and carry away the loot.

Curling will start 0830 on both days and complete by 1900. Monday evening will start off with a reception followed by a curling banquet.

Following the finals on Tuesday there will be the distribution of prizes, early enough for those who must catch trains home.

There have been so many offers of trophies and prizes that the match committee is hard put to decide who should get them.

First prize is a handsome trophy from Canadian Westinghouse Co., Ltd., for the grand winner of the annual bonspiel, with individual prizes for members of the winning rink.

The second prize will be the Naval Curling Association Trophy, and includes individual prizes. This is also for annual competition.

The President's Prize, this year from Rear-Admiral H. N. Lay, consists of individual prizes to members of the third-place rink.

Tumblers for all participants, and some prizes yet to come, will also be distributed.

So for a modest entrance fee, each curler will get two days of good curling with a minimum of five eight-end games, a chance at the many trophies, two receptions and a dinner.

## **PO Steadman Wins Pistol Trophy**

PO W. A. Steadman of the Ordnance School at Naden won the Ordnance Officers' Trophy in the annual pistol meet held last year.

After holding the Harry Hodges Trophy for two years a four-man pistol team from the Ordnance School lost it to the Ontario.

In football the *Venture* team took the Victoria Junior Canadian football league title. In league play they won six and lost one in the series. In addition to the Tommy Douglas Trophy, signifying the championship, they also hold the Admiral Hibbard Trophy for defeating Royal Roads in the annual classic.

Royal Victoria Yacht Club, in the first of the winter's interclub home-and-home team races, outsailed the RCNSA 178 points to 133.

## **Coverdale Does Well in Softball**

Coverdale's summer activity featured an impressive softball record and the first annual play for the Coverdale Golf Trophy.

In softball, the team played in the Moncton City League and gave the best showing in Coverdale's history. They defeated the Salisbury Flyers, Maritime Intermediate "A" champions of 1955, in the quarter-finals, but lost out in the semi-finals.

The golfing season ended with a handicap tournament in which the commanding officer, Lt.-Cdr. Joseph McMullen, became the first winner of the Coverdale Golf Trophy. PO Stanley Darowski took the consolation award.

## **Buckingham Drops Basketball Tussle**

Home-32, Visitors-22, was the outcome of a basketball game between the *Buckingham* and USCGC *Bararity* when the former visited Portland, Maine, in October.

The *Buckingham's* team was drawn equally from the ship's company and Saguenay XVII division of new entries. It was a clean fast game with the American showing good team co-ordination. The new entries led the RCN, scoring in all the quarters.

## **Ontario Takes Soccer Crown**

Ontario took the Pacific Command Soccer championship in October after defeating *Naden* MTE 2 to 0 in a hard-fought final game.



Interest in curling in the Pacific Command is extremely high as the roarin' game gets another season with interest focussed on the Command Bonspiel and its outcome. Here, surrounded by representatives of ships and establishments, Captain Paul D. Taylor, commanding officer, HMCS Crescent, and Senior Officer, Second Canadian Escort Squadron, curls the first "rock" to officially open the 'spiel. (E-38397)

This was the second game of the day for the *Ontario*. In a previous game the team eliminated the *Oshawa* 3 to 0 in the semi-finals.

Formed on the Japanese cruise early in the year, the eleven played local teams in Yokohama, Barbados, San Juan and San Diego. They were also active against many Victoria district teams.

The half-backs were perhaps the mainstay of the team, and possessed the ability to play a charging game on both offence and defence.

The team was coached by Ldg. Sea. H. G. Cossey, and managed by Ldg. Sea. B. J. Verner and Ldg. Sea. L. N. Bjola.

### Four-Way Tie In Barracks Play

In the Pacific Command touch football and volleyball were the principal sports played during October and four teams tied for the Cock o' the Barracks with a maximum of 24 points. In the playoffs Naden Writers emerged the winners.

In mid-October, 14 representatives of the Pacific Command took part in the Victoria invitational squash tournament. Players participating came from Seattle, San Francisco, Portland, Vancouver and Victoria. Ldg. Sea. Jim McClelland won the beginners' class, CPO John Stoddart was a finalist in



Navy saved the day when the soccer team from Canadian Services College, Royal Roads, travelled to Denver, Colorado, last year to play the United States Air Force Academy. The game ended in a tie, 2-2, each of the Royal Roads goals being scored by the only two RCN cadets in the team, Cadets I. G. A. Fletcher and N. H. J. Browne. Royal Roads scored the only goal in the first half but the Academy cadets rallied in the second to lead 2-1 towards the close of the game when Royal Roads scored the equalizer. During their visit, the Canadian team members were guests of the Academy and were entertained at a picnic and an Academy ceremonial parade. Cadets of the Royal Roads team are, rear row, left to right: C. G. G. Bristow (Army), M. G. Corbett (Army), N. H. J. Browne (RCN), I. G. A. Fletcher (RCN), B. F. Dawson (Army), W. L. Claggett (Army); Centre row, K. R. Foster (Army), M. G. Plagemen (Army), W. J. Sharkey (RCAF), D. K. Woodsie (Army); front row, O. G. Kuntz (Army), M. L. Witherow, (RCAF) and G. H. Haritt (RCAF).



Lieut. (E) Frank Hindle, Vancouver, was awarded the Charles McDonald Memorial Trophy for contributing the most to sports in the Pacific Command. For the past three years Lieut. Hindle has coached the Navy team in the Victoria Intermediate Canadian Football League. Lieut. Hindle is also well known in Canadian Football circles on the East Coast having played and coached Maritime championship teams for Stadacona, from 1947 to 1950. (E-38759)

the "C" class and CPO Jack Waldron reached the semi-finals in the "A" class.

In boxing circles, the Command team, coached by PO Wally Rowan, was in training for the winter season.

The annual Command soccer championships were held during the last week in October and the first week of November. Ten ships entered teams in round-robin play and in the finals *Ontario* defeated *Naden* by a 2-0 score to take the championship.

### Supply to Fore In Pacific Shoot

The Supply Branch in *Naden* took its share of honours in the Pacific Command Rifle Association shoot held at Heals Range.

They won the team-run-down-shoot for a mounted silver plaque which they retain for a year. Team members, CPO F. W. Noyes, PO L. C. Skinner, PO J. E. Woods and AB G. C. Andrews were presented with silver spoons. The team-run-down shoot was the only event in the three-day competition requiring physical exertion. The marksmen sprinted 300 yards before opening fire.

CPO Noyes and AB Andrews also won individual competition matches, gaining trophies and cash awards.

### Mixed Bowling At D'Iberville

A mixed bowling club has been organized at *D'Iberville*, with CPO J. L. Gagnon as club president.

The club is comprised of four teams of naval personnel and their wives and lady friends.

In curling, *D'Iberville* has entered four rinks in the Eastern Quebec Curling Club which consists of 24 rinks from the Armed Forces (Active). Regular games started early in November.

### Ordnance Wins Interpart Trophy

Twelve teams competed in the interpart sports league in September at *Naden*. Softball was the game played and volleyball was the alternate sport.

The Ordnance team walked away with the summer Cock o' the Barracks Trophy, nine points ahead of the runners-up, *Naden* Cooks.

The monthly competition was also won by Ordnance.

## **Navy Captures Softball Title**

The Navy won the annual West Coast Tri-Service Softball tournament last year.

They defeated RCAF Station, Comox, by 4-3, and then went on to down Army by 10-0. Following this they beat the mainland champions, the RCSME from Chilliwack, by 5-4 and 1-0.

## **Team Moves to First Division**

The Navy rugby team in the Pacific Command last fall was playing in the First Division due to its exceptional record in the Second Division League in 1955 where it finished first with a total of 10 points. The closest competitor had only four points.

The team was coached by Instr. Lt. D. J. Williams.

## **12 Alleys Busy At Cornwallis**

Heads-up—watch for flying pins—is the order of the day in *Cornwallis* with 12 alleys at work for the Interpart League, Officer's Mixed League and the New Entry League. The keen competition results from trying to make the Eastern Command Championships.

Twelve teams made up the Interpart League, drawn from the Communications School, Civil Service Personnel, Naval Fire Service, Supply branch and officers.

The Officer's Mixed League includes six teams made up of officers, wives and Medical Nurses.

The New Entry League is also in competition for the coveted Interdivisional Bowling Trophy awarded each month by the commanding officer.

## **Navy Whalers Win Regatta**

Five Navy whalers won the annual Inter-service Sailing Regatta, sponsored by the Garrison Sailing Association of Halifax, when they outsailed the Army contenders 33½ points to 23 points.

The Navy took first, second, fourth, seventh and eighth positions in the regatta, which was held from the Royal Nova Scotia Yacht Squadron's facilities.

Winning skipper was Cdr. Dennis J. O'Hagen, RCN(R), of Scotian.

## **Varied Program At P&RT Centre**

As the year drew to a close the staff at *Naden's* Physical and Recreational training Centre continued to cope with many and varied activities.

A sports familiarization course of two weeks' duration for officers and men of the Pacific Command started early in December. During the previous month the departmental program covered volleyball, basketball, swimming and bowling, while instruction was also given in apparatus, squash and badminton.

Fourteen teams competed in the interpart sports league during November with volleyball and basketball being played. Four teams tied for the monthly Cock o' the Barracks competition and the play-offs were to be held at the end of December with the resulting winner taking the honours for the two months.

In hockey, the Gunnery entry took an early lead in the eight-team league with five wins and one tie in the first six games played. Ordnance was in second place with three wins, one tie and two defeats.

The pool in the Centre was used by 2,851 persons during November for recreational swimming. Family swimming periods continue to be as popular as ever with the pool being filled to capacity during these periods.

There has been wide participation in many sporting activities. The Command

Wrestling Club continues its weekly workouts; the 16-team Command Bowling League plays two nights a week, with Medical "A" taking an early lead; there is an average attendance of 40 at the weekly Command Badminton Club meets; RCN boxers trained five nights a week for fights at Salt Spring Island and Ladysmith and three of the boxers came up with two wins and one defeat by a split decision at Sidney, B.C.

The 42-rink Command Curling Club continues its Sunday night play and at present it is in the last half of its first draw. A 34-rink sweep is organized into a Fleet Bonspiel and is operating very successfully.

In two hockey games played by the RCN representative team, Navy was defeated 8-5 by Nanaimo and 8-3 by Vancouver.

During November, an elimination tournament was started at Memorial Arena for all ships and establishments. Thirteen teams are participating and Pat Bay and Naden were playing off for the semi-final game early in December.

A command basketball tournament which began late in November saw *Stettler* defeat *Sussexvale* 59-26, *Sioux* defeat *Crescent* 50-35 and *Jonquiere* defeat *St. Therese* 33-32.



Early in November, the Canadian Olympic swimming team gave an exhibition of speed swimming and training at the pool in the P & RT Centre, Naden, before their departure for the Olympic Games in Australia. Highlight of their visit came when four of the girls, swimming the 400-yard relay, established a new unofficial world's record of 2 mins. 56 secs., six-tenths of a second faster than the existing mark. During their brief visit the team members were shown around Dockyard and Naden. Above are, left to right: Sarah Barber, Brantford, Ont.; Leona Fisher, Ocean Falls, B.C.; Beth Whittall, Montreal; Helen Stewart, Vancouver; Virginia Grant, Toronto, and Gladys Priestley, Montreal. (E-38441)

# 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.

ACHESON, Thomas N.....LSCR1  
 ARSENAULT, Paul J.....LSCS2  
 ATKINSON, Walter A.....LSEM1  
 AYRES, Robert W.....P2AA2

BAINES, Raymond.....LSCR1  
 BANWELL, Richard J.....P2EF3  
 BARNABY, Eugene J.....P1EM3  
 BAXTER, William E.....P1MA3  
 BEATON, Leonard K.....P2MA2  
 BEATTY, Lawrence E.....C2CR3  
 BEAUDRY, Roger J.....P2MA2  
 BELL, Harvey C.....LSAM1  
 BENNETT, Myron L.....P1EM4  
 BENSON, Joshua J.....LSCR1  
 BIGNEY, Howard E.....LSCR1  
 BONTER, George M.....LSEM1  
 BOOMER, Royce B.....LSEG3  
 BOS, Johan.....P2RD3  
 BOTTARA, Jack A.....LSOM2  
 BOUSQUET, Paul J.....LSMA2  
 BRITTON, Robert C.....LSCS2  
 BROUSSEAU, Rene G.....LSEF3  
 BROWN, George R.....P1EM2  
 BULL, William F.....P2QM2  
 BUTLER, Frederick E.....LSOM2  
 BUTLER, Robert J.....P2AA2

CARDIFF, William E.....LSRP1  
 CARROLL, Raymond M.....P2EM2  
 CHARBONNEAU, Joseph L.....LSAO2  
 CLARK, James L.....P2TD2  
 COLTON, Everett D.....LSRP1  
 COSBY, Donald E.....P1CV2  
 COTTRELL, Thomas M.....LSTD2  
 COURVETTE, Denis J.....LSCR1  
 COX, Allan R.....P2CV2  
 CROWE, Donald E.....P1RR3  
 CRUDDAS, James J.....P2CR2  
 CURRIE, Doral M.....LSTD2  
 CUTFORTH, Donald.....LSCR1

D'ABREAU, Peter K.....LSCR1  
 DAVIS, Archibald S.....LSEM1  
 DAVIS, Jerome M.....LSTD1  
 DAVIS, Kenneth G.....LSAM2  
 DECK, Kenneth L.....LSTD1  
 DENNIS, Ronald G.....P1CR3  
 DOHERTY, Robert L.....LSAR1  
 D'ORSAY, Albert H.....P1MA3  
 DUNBAR, John A.....C1CS4

EAST, Raymond A.....LSRP2  
 EVANS, Allen W.....P2OM3  
 EXLEY, Earle W.....P1CR2

FANCOURT, Charles A.....LSTD2  
 FERRISS, Donald M.....LSEM1  
 FLEMMING, Frederick J.....LSCR1  
 FOGARTY, Patrick M.....LSTD2  
 FOREST, Paul.....LSCV1  
 FRENETTE, Henri J.....LSEM1  
 FROWLEY, Robert H.....P2CR2

GAGNON, Camille J.....LSTD1  
 GAMBLE, Melvyn A.....P2MA3

GEARY, Gerald A.....LSRP1  
 GIBSON, Frederick W.....LSAA1  
 GIBSON, Howard R.....P2EF3  
 GILLIES, Hugh M.....LSCV1  
 GOLDSTRAND, Douglas M.....P2EM2  
 GRIFFITHS, Gwilym.....LSAM1

HALE, David R.....LSEM1  
 HANCHARD, Charles R.....P2AF2  
 HARNETT, William N.....P2EM2  
 HARRINGTON, John W.....P1EA4  
 HARRISON, John C.....LSRP2  
 HARTNETT, Morgan G.....LSEM1  
 HENDERSON, Lloyd L.....LSAA1  
 HERMISTON, Jack S.....C2LR3  
 HONEYBORNE, Alan L.....LSEF3  
 HUDSON, Norman R.....P1CS3  
 HUGGINS, Robert P.....LSTD1

JANES, Donald M.....P1EA4  
 JERMY, Norman B.....P1CR3



JOHNSON, James R.....LSEM1  
 JOHNSON, Lawrence R.....LSTD1  
 JOHNSON, Maynard V.....P1EM2  
 JORDAN, Robert L.....LSCR1  
 JULIEN, Clifford A.....LSTD1

KELENY, Elmer C.....LSEM1  
 KELLY, Ronald I.....LSRC2  
 KENNEDY, John A.....LSRP1  
 KENT, Cyril.....C2CS4  
 KIFF, George R.....LSCS2  
 KIRKPATRICK, Lloyd G.....C2CV3  
 KNAPP, Richard B.....LSOM2  
 KOSMYNKO, John.....LSRC1

LALLIER, Johnny J.....LSMA2  
 LANCASTER, Ross F.....LSRP1  
 LAWRENCE, Kenneth R.....LSEF3  
 LEBRUN, Roger E.....LSCS2

LECLERC, Robert M.....P2PR2  
 LEGARD, Leonard A.....LSEM1  
 LEVECK, Stanley J.....P2AA2

MacNEILL, Donald E.....LSEM1  
 McAGY, Wilbert J.....LSEM1  
 McBRIDE, Gerald J.....LSRP1  
 McBRIDE, William J.....LSTD1  
 McGIBBON, Roy E.....LSMA2  
 McGUIGAN, Gerald J.....P2ED3  
 McHUGH, William.....LSCR1  
 McKELLAR, Mansell G.....P2CR2  
 McKEOWN, Douglas H.....P1CV2  
 McKNIGHT, John M.....LSLR1  
 McLEAN, Alan M.....P1CS3  
 McLEAN, Robert M.....P2CV2  
 McLEOD, Charles E.....P1HA3  
 MAIDMENT, Arthur H.....LSAA1  
 MARLATT, George H.....LSLR1  
 MARSH, Donald J.....P2CV2  
 MATTHEWS, John J.....LSTD1  
 MAYNARD, Walter C.....LSQM1  
 MICHAUD, Joseph A.....LSCV1  
 MINGO, Wyman S.....LSAA2  
 MISEFERI, Joseph.....P2AC2  
 MITCHELL, Alexander F.....P1GA4  
 MITCHELL, William E.....LSQM1  
 MITRO, Ernest D.....LSEM1  
 MORGAN, Edwin A.....LSEM1  
 MORRIS, Samuel S.....LSCR1  
 MOSER, Harold L.....LSCV1  
 MOSHER, Stanley B.....P2EA3  
 MOSLEY, Michael D.....P1EM4  
 MUISE, Alexander C.....P2CV2  
 MURTON, Hedley A.....P2CR2

NICHOLSON, Peter J.....C2C14

O'NEIL, William E.....LSAA1  
 OSLAND, Leslie M.....P1AA3  
 OWEN, William D.....LSRP1

PAINÉ, Norman A.....LSCS2  
 PALA, Eden A.....LSRP2  
 PALMERSTON, Douglas L.....C2CR3  
 PARSONS, Herbert N.....LSOM2  
 PAYANT, Joseph R.....LSAA1  
 PELLERINE, Andrew L.....LSAA1  
 PELLETIER, Roger I.....LSCR1  
 POIRIER, Aurele J.....LSAR1  
 PORTER, William R.....LSEM1  
 PRESTON, William E.....LSQM2  
 PUSHIE, Archibal M.....LSRP2

RANDLE, Gideon D.....P1EM4  
 RAU, Lawrence J.....LSSE1  
 REA, Bawne R.....P2RS3  
 REDMAN, Kenneth L.....P2CR2  
 ROBERTSON, George.....LSAA1  
 ROGERS, Ivan E.....P1CV3  
 RUTHERFORD, Theodore J.....LSEM1

SALADUK, John M.....LSCR1  
 SAUNDERS, Ross F.....LSTD2  
 SAVAGE, Bryan C.....LSEM1  
 SCHERMERHORN, Norman C.....P2TD2  
 SCULTHORP, Leonard G.....P2CV2  
 SELTZER, Frederick A.....P1ER4  
 SHANNON, William G.....LSQR1  
 SMITH, Owen L.....P2RP2  
 SMYTH, James A.....C2CR3  
 SNOW, Gordon K.....LSEM1

STEVENS, William L.....P2CR2  
 STEVENSON, Alfred J.....P1EM4  
 STONG, Earl A.....C1V14  
 STRACHAN, James A.....LSTD1  
 STRUM, Gordon E.....P2EM2

TALBOT, William F.....LSCV1  
 THOMPSON, Fenwick R.....P1EM4  
 TINNION, John S.....LSCR1  
 TROW, Arthur.....LSEM1  
 TURCOTTE, William J.....LSTD1

VAN EE, Henry.....LSRP1  
 VENATOR, William J.....LSTD1

WALTER, John R.....LSCV1  
 WATT, George T.....P2RC2  
 WHITE, Charles J.....P2EM2  
 WHYTE, James C.....LSEM1  
 WICKSON, William F.....P1CV3  
 WILKINSON, Ronald J.....P2AA2  
 WILSON, John C.....C2CS4  
 WILSON, Keith G.....P1CR3  
 WILSON, William E.....LSCS2  
 WITT, Eugene R.....LSRP1  
 WOODS, Gordon H.....LSEM1  
 WRIGHT, Frederick H.....LSCS2  
 WYMAN, Harold L.....P1CS3

YOUNG, Glenn H.....LSEM1

## RCN (R)

BAICSH, Gerald.....LSBD2  
 BARRETT, Ronald P.....P1SH2  
 BODNARCHUCK, Carol A..WANP(X)S  
 BOOTH, Alfred J.....ABRPS  
 BUDZAK, Alexander.....ABEMS  
 BURNS, James M.....ABLRS  
 BURTCH, Thomas K.....ABCR1  
 BUXTON, Helen June.....WPSS(X)2  
 BEAUCAIRE, Geraldine R..WACO(T)1

CARIOU, Joan Ann.....WANP(X)S  
 CHATER, Ruby Mary.....WA(NQ)  
 COLLINS, Thomas J.....ABEMS

DARGAVEL, James R.....ABCR1  
 DAVIDSON, Jean M.....WLNS1  
 DUERKSEN, Arthur.....P2PR1  
 DUNNISON, Edward A.....P1RPS  
 DUQUETTE, Eugene A.....P2CK2

FOLLETT, John P.....ABEMS  
 FOWLER, Kenneth W.....ABCR1  
 FRANK, Walter.....ABEMS

GALBRAITH, James E.....ABEMS  
 GALLANT, Ronald Palmer...ABAW1  
 GALLOWAY, Thelma D...WASS(X)1  
 GARA, Leo Leonard.....LSRPS  
 GEDDES, Lorne C.....P2CK2

HARRIS, James E.....ABEMS  
 HOUSTON, John Hale.....C2EG4

KNIGHT, Christine W.....WP2QM1  
 KNUDSEN, Donald G.....AB(NQ)

LEWIS, Albert Murray.....P2CR2

LEWIS, Keri L.....C1ER4

MARWICK, Donald A.....AB(NQ)  
 MASON, Murray F.....LSBD2  
 MCKENZIE, Donald W.....ABEMS  
 MERCIER, John R.....C2SW3  
 MORRIS, Edythe W.....WLCO(T)1  
 MUNCEY, Claude R.....PICV2

NAKASHIMA, Rosalie....WANP(X)S  
 NOBLE, Maragret H.....WANP(X)S

O'CONNELL, Thomas J.....C2QR1  
 OLLSON, Donald C.....LSNS1

PARKER, Howard C.....P1RD3  
 PARNELL, Frederick R.....LSSW1  
 PLAYER, Donna M.....WAWA1  
 PRESCOTT, Joy E.....WA(NQ)  
 PRUDHOMME, Warren G.....PICV2

RICHARDS, Wayne L.....LSQMS  
 ROLSTON, Leslie E.....LSVS1  
 ROURKE, Marion E.....WAME(X)1  
 RYAN, Stephens V.....ABCR1

SCHWALM, William G.....LSPW1  
 SHEEDY, John A.....P2RPS  
 SMITH, Gerald W.....ABEMS  
 SMITH, Robert G.....ABMM1  
 STRELAEFF, Carroll.....WLSDS

THACKERAY, Gordon E.....ABMMS  
 TODD, Sally M.....WANP(X)S

VANDERLAAN, James G.....LSSW1  
 VANWISSEN, John A.....P2BD3

WAWRYK, Eugene S.....ABNS1  
 WILKES, Norman L.....C2QR2

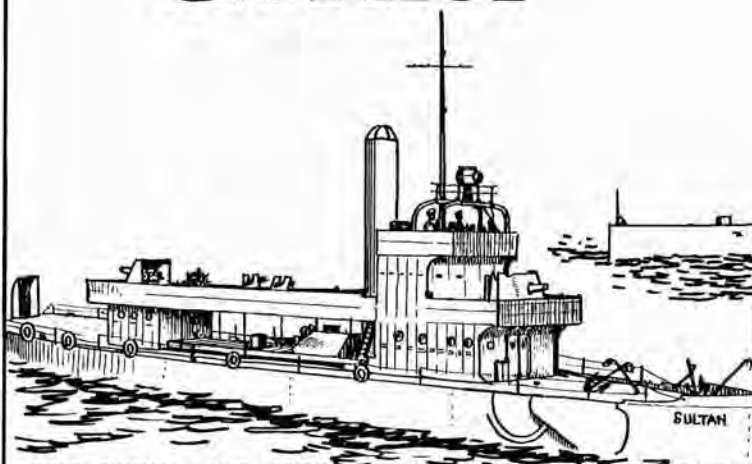


The White Ensign is hauled down on December 12 as the coastal escort HMCS Brockville (Lt.-Cdr. E. S. Cassels) is paid off into the Reserve Fleet at Esquimalt. Before becoming a unit of the Twelfth Canadian Escort Squadron, the Brockville was senior ship of the Second Reserve Training Squadron. (E-38879)

# Naval Lore Corner

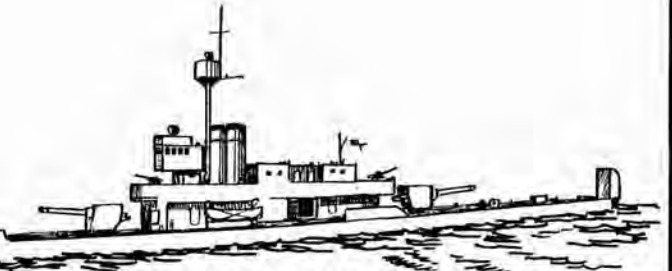
No. 43

RIVER GUNBOATS & MONITORS.



HMS SULTAN - ONE OF THE RIVER GUNBOATS EMPLOYED BY THE ANGLO-EGYPTIAN FORCES ON THE NILE. SHE HELPED IN THE VICTORY AT OMDURMAN IN 1898. HER HULL WAS MADE IN ELEVEN SECTIONS SO THAT SHE COULD BE TRANSPORTED OVERLAND.

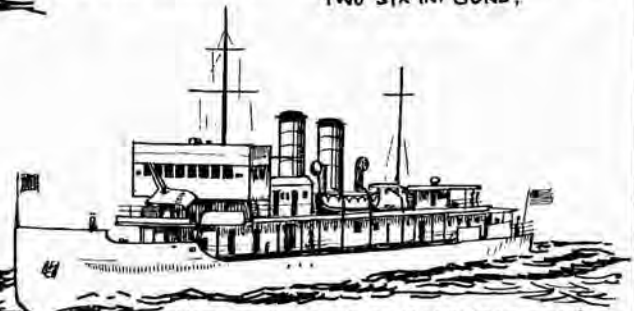
(2 12 PDR.s, 2 MAXIM GUNS).



BRITISH INSECT CLASS, BUILT IN 1915-16 FOR SERVICE AGAINST THE AUSTRO-HUNGARIAN MONITORS ON THE DANUBE. TWIN SCREWS WERE SITED IN TUNNELS AND THEY HAD 3 RUDDERS. ALL SERVED ON THE YANGTSE RIVER IN THE TWENTIES AND SOME SERVED IN THE MEDITERRANEAN DURING THE WAR. H.M.S. LADYBIRD OF THIS CLASS WAS SUNK AT TBRUK IN 1941. HALF SUBMERGED, THE ARMY CONTINUED TO MAN HER GUNS AS PART OF THE A.A. DEFENSE OF THE HARBOUR. THEY MOUNTED TWO SIX IN. GUNS.



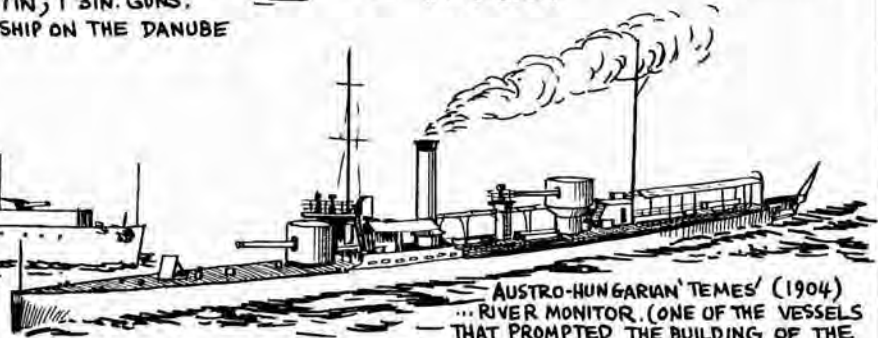
ION C BRATIANU (1907)  
ROUMANIAN RIVER MONITOR (670 TONS) 3 4.7 IN., 1 3 IN. GUNS.  
BUILT IN ITALY... THE HEAVIEST ARMOURD SHIP ON THE DANUBE



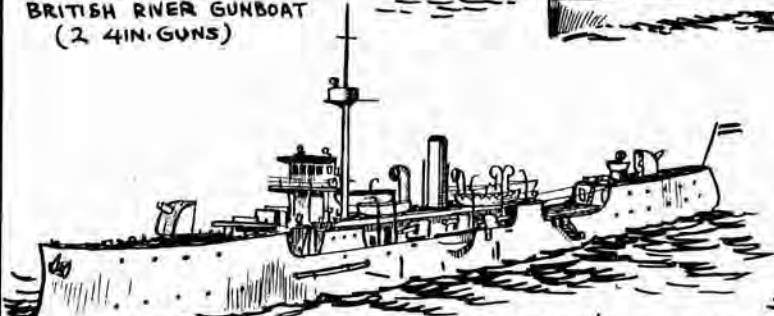
USS PANAY - RIVER GUNBOAT (385 TONS) BOMBED AND SUNK BY JAPANESE IN THE YANGTSE IN DECEMBER, 1937 - AN INCIDENT THAT NEARLY TRIGGERED A WAR. HER CREW WAS RESCUED BY THE BRITISH GUNBOAT H.M.S. BEE.



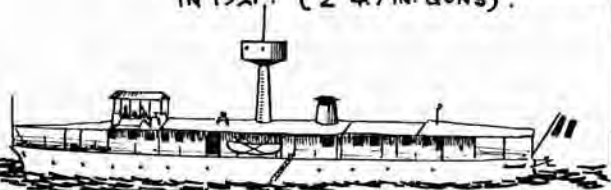
H.M.S. SCORPION  
(700 TONS). LARGEST  
BRITISH RIVER GUNBOAT  
(2 4 IN. GUNS)



AUSTRO-HUNGARIAN 'TEMES' (1904)  
... RIVER MONITOR, (ONE OF THE VESSELS THAT PROMPTED THE BUILDING OF THE BRITISH 'INSECT' CLASS. SUNK IN 1914. RAISED IN 1916 AND REBUILT, INTERNED IN YUGOSLAVIA AFTER WORLD WAR ONE AND ENTERED THE ROUMANIAN SERVICE IN 1921. (2 4.7 IN. GUNS).



ARGENTINE RIVER MONITORS PARANA & ROSARIO (1908)  
... 2 6 IN. HOWITZERS, 6 3 IN. GUNS  
(MAIN ARMAMENT CONSISTS OF HOWITZERS)



FRENCH 'MYTHO' (95 TONS) COMPLEMENT 16  
CHINA RIVER GUNBOAT. - 1 3 IN. HOWITZER.

