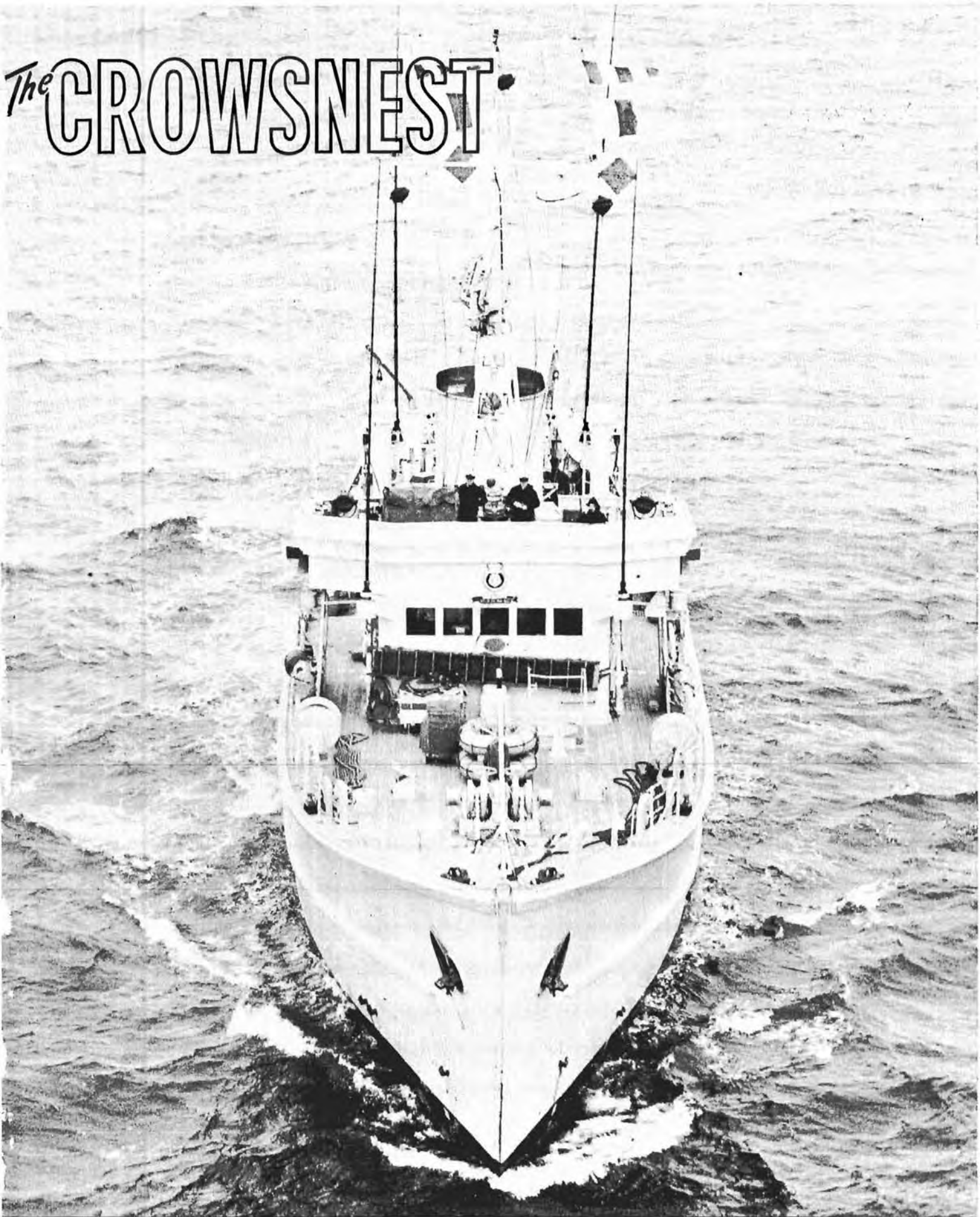
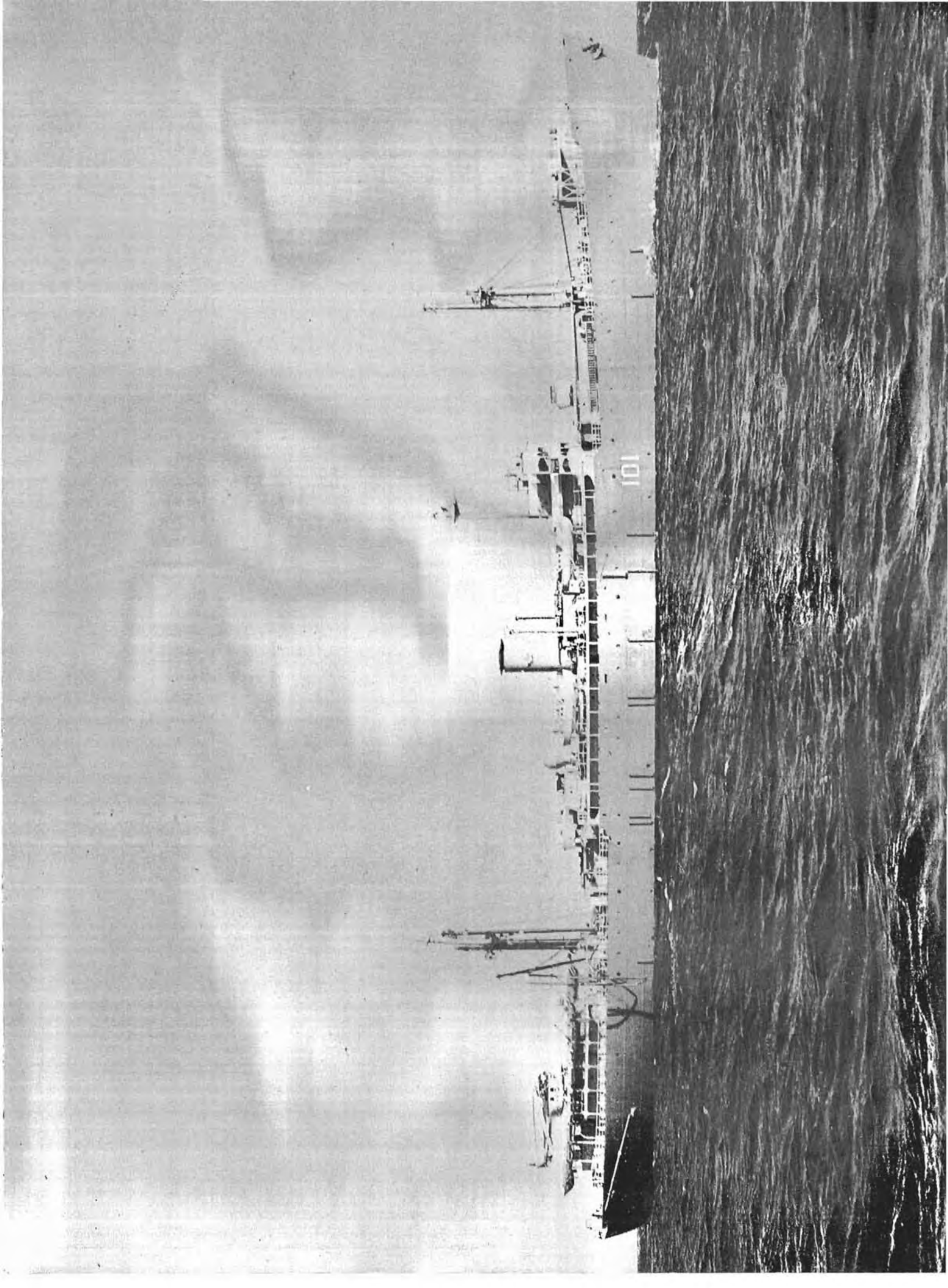


# *The* CROWSNEST





# The CROWSNEST

Vol. 12 No. 3

THE ROYAL CANADIAN NAVY'S MAGAZINE

JANUARY, 1960

## CONTENTS

	Page
<i>RCN News Review</i> .....	2
<i>The Royal Naval College of Canada</i> .....	5
<i>Officers and Men</i> .....	10
<i>Weddings and Births</i> .....	10
<i>40 Years Ago</i> .....	13
<i>Training in Management</i> .....	17
<i>The Cook, a Mighty Man</i> .....	19
<i>What Every Officer Should Know</i> .....	20
<i>Afloat and Ashore</i> .....	21
<i>Books for the Sailor</i> .....	23
<i>The Navy Plays</i> .....	25
<i>O-J-T</i> .....	27
<i>Lower Deck Promotions</i> .....	28
<i>Naval Lore Corner No. 79</i> .....	<i>Inside Back Cover</i>

### LADY OF THE MONTH

One of the interesting developments in the Royal Canadian Navy last year was the addition to its strength of two mobile repair ships, the *Cape Scott* and the *Cape Breton*. Their function is to increase the Fleet's ability to operate for extended lengths of time in areas remote from dockyard facilities.

The *Cape Scott* (pictured on the opposite page) was off to Bermuda in January to "mother" RCN destroyer escorts, frigates and minesweepers, exercising in surrounding waters. She is not built for speed, but this is compensated for in large degree by the helicopter she carries.

On the West Coast, the more recently commissioned *Cape Breton* was undergoing working-up exercises preparatory to assuming her duties with the RCN's Pacific fleet. (HS-59754)

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

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

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

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only .....	.40
8 x 10 glossy or matte finish .....	.50
11 x 14 matte finish only .....	1.00
16 x 20 " " " .....	3.00
20 x 24 " " " .....	4.00
30 x 40 " " " .....	8.00

### SUBSCRIPTION RATE

*The Crowsnest* may be subscribed for at the rate of \$1 for 12 issues; outside of North America, \$1.50. Orders, accompanied by cheque or money order made to the Receiver General of Canada, should be sent to:

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

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

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

*The Cover*—This aerial portrait of the wooden minesweeper HMCS *Quinte* in apparently jaunty mood seemed appropriate to the first issue of the year. The pennants and flags aren't merely decorative. They say: "We have a sweep out; you should keep clear." (DNS-17718)



## RCN NEWS REVIEW

The march past of No. 104 Leadership Course at ceremonial divisions in Cornwallis is led by PO J. F. McIntosh and the salute is taken by Captain F. C. Frewer, commanding officer. (DB-13411)

### One Busy Year Leads to Another

**A**FTER an eventful and historic year, the Royal Canadian Navy entered its 50th anniversary year, 1960, with a full schedule of training ahead.

The annual winter tune-up exercises for ships in the Atlantic Command began early in January and will continue until the third week in March. This year's exercises involve practically all ships of the Atlantic Command, together with anti-submarine aircraft, in a series of operations in the Bermuda area. Following the exercises, the ships will make calls at various ports in the Caribbean, and a few will visit United States ports.

On the West Coast, the frigates *Sussexvale*, *Stettler*, *Antigonish*, and *Ste. Therese*, with senior *Venture* cadets embarked, sailed January 11 on a training cruise in the Pacific which will take them to South American ports.

And on February 8, the *Ottawa*, *Saguenay* and *St. Laurent* were to sail from Esquimalt on a training cruise which will include visits to California, Hawaii, Japan and the Aleutians.

With 62 warships in commission, and a strength of over 20,000 officers, men and Wrens, the Navy entered the new year stronger than ever before in peace time. In addition, 49 per cent of the total personnel were serving aboard

ship—one of the highest sea-shore ratios in any navy.

Backing up the regular force were 3,550 officers, cadets, men and women of the RCN (Reserve), attached to the 21 naval divisions.

### Royal Tour

More Canadians saw their Navy in 1959 than ever before: first, during the Royal Tour, then when 19 NATO warships—eight of them Canadian— assembled at Toronto for Seaway Year celebrations at the Canadian National Exhibition.

The opening of the seaway permitted major warships of the RCN to enter the Great Lakes for the first time, and wherever they appeared they were objects of intense interest and warm hospitality.

Most of the ships of the fleet had the honour of taking part, one way or another, in the Royal Tour. The first and last duties fell to those that maintained guard along the route of the royal plane's flights across the Atlantic. In between, and over a period of seven weeks, Canadian warships escorted the Royal Yacht *Britannia* off the east coast, in the St. Lawrence and through the seaway and Great Lakes; took part in an international fleet review in Lake St. Louis; carried and escorted the Royal couple from Vancouver to Nanaimo; provided a brilliant illumination

and fireworks display off Victoria, and formed a mile-long avenue of ships past which Her Majesty and His Royal Highness proceeded to their point of departure from Canada—the naval air station, HMCS *Shearwater*.

Five new anti-submarine destroyer escorts—HMC Ships *Gatineau*, *Kootenay*, *Terra Nova*, *Columbia* and *Chaudiere*—joined the fleet during the year.

Returning to service in 1959, but in new roles, were the former maintenance vessels *Cape Scott* and *Cape Breton*. Converted into repair ships and stationed on the east and west coasts, respectively, they will give increased mobility to the fleet by providing repair facilities for ships away from home ports.

Also commissioned during the year were three modernized anti-submarine frigates—the *Cap de la Madeleine*, *Victoriaville* and *Inch Arran*.

### New Skill

In the air, there was no increase in numbers, but conspicuous progress was made in developing the anti-submarine proficiency of both fixed wing and rotary aircraft, and in sharpening the intercept capability of the Navy's guided missile-armed Banshee jet fighters.

Ashore, naval contingents undertook numerous ceremonial duties, including the parading of the Queen's Colour at

Victoria and the presentation to the RCN of a new Colour by Her Majesty at Halifax.

The side of the Navy the public did not see in 1959 was the side that received most of the Navy's attention. This was the training of ships, aircraft and personnel, always with the object of improving efficiency and effectiveness.

Continuous training programs were carried out, at sea and ashore, throughout the year, while during the summer months, special training was provided on the Great Lakes for members of the RCN (Reserve).

### Pacific Command

Warships of the Pacific Command last year steamed a total of 409,549.5 nautical miles—a distance nearly equal to a trip to the moon and back.

Voyages, exercises and patrols by units of the fleet stationed at Esquimalt recorded a grand total of 2,178 days at sea.

Helicopters and fixed-wing aircraft of the VU33 naval air squadron at Patricia Bay logged a total of 2,491 hours in the air during the year.

And Navy divers, attached to the operational diving unit at *Naden* spent a total of 3,862 hours—that's equivalent to about six months—under the waters of the Pacific.

In testing equipment, a diving team descended to a depth of 175 feet in Alaskan waters two degrees below freezing.

Most travelled ship in the Pacific fleet was the destroyer escort *Fraser* of the Second Canadian Escort Squadron which chalked up 31,887.3 miles.

The strength of Pacific Command stood at 5,500 on December 31.

### Record Exercise

Biggest operation of 1959—and biggest peace time exercises ever held by the Pacific fleet—saw 19 warships and a total of 2,300 officers and men involved in exercises in the Barkley Sound and Comox areas in September.

Destroyer escorts of the Second Canadian Escort Squadron went on training cruises to Alaska, the mid-Pacific and California early in the year.

Frigates of the Fourth Canadian Escort Squadron took RCN officer cadets on training exercises to Hawaii, Fiji and Samoa, and later took another group of officer cadets to California and Mexico.

The Second Canadian Minesweeping Squadron sailed to Alaskan waters for exercises then went on to California.

### Atlantic Command

Warships of the Atlantic Command steamed a total of at least 720,000 miles, the equivalent of three one-way trips to the moon, and spent about 3,400 days at sea on voyages, exercises and patrols.

Naval aircraft afloat and ashore, fixed-wing and rotary, logged better than 25,000 hours in the air.

Naval divers were under water for some 6,000 hours, 700 of that total achieved by frogmen operating in the Far North.

British submarines on the Halifax station tallied a total of 373 days at sea and travelled the equivalent of twice around the globe.

Ashore, another important milestone was reached in the development of the defence organization on the East Coast. On July 1, Dominion Day, an integrated Maritime Headquarters was established in the dockyard at Halifax, whose unified RCN-RCAF staff exercises operational control over naval forces and Maritime aircraft of the RCAF.

Of the more than 700,000 miles steamed by warships of the RCN Atlantic Fleet, the aircraft carrier *Bonaventure* logged the most. Her total of 35,921.7 miles is the equivalent to six round trips across the ocean between Halifax and the United Kingdom.

### NATO Duties

NATO exercises at sea with other navies found the ships of the Atlantic Command ranging from the eastern seaboard of North America to the shores of Europe. Three of the major NATO exercises in which the RCN participated were New Broom (carrier and escorts) Sweep Clear (minesweepers) and Sharp Squall (carrier and destroyer escorts).

Canadian warships were by no means idle when not involved in NATO activities at sea. From the middle of January to the middle of December there was a series of fleet, squadron, and other exercises. Forces were directed at times from Bermuda, St. John's, Nfld., and Sydney, in addition to Halifax.

The mobile repair ship *Cape Scott* roved far in her first year of commission. She logged 11,963 miles in journeys from the Caribbean to Newfoundland. Although she spent only 63 days at sea, an additional 41 were spent in isolated anchorages as she provided support to elements of the fleet on extended operations.

Of significance in 1959 was the transfer of four St. Laurent class destroyer escorts from Halifax to the West Coast during the first quarter of the year. There they joined three sister ships and,

in return three older but modernized destroyer escorts came to Halifax. The transfers enabled the West Coast to streamline its shore support organization by concentrating destroyer escorts of the same class there.

There were approximately 12,000 uniformed personnel serving afloat and ashore in the Atlantic Command and more than 6,000 civilian employees. Supporting the 39 sea-going ships are about 100 auxiliary vessels from oilers to barges.

The naval dockyard in Halifax during 1959 celebrated its bicentennial. It is the oldest naval dockyard in continuous operation in North America. Among ceremonies marking the occasion, by far the biggest was Dockyard Day, immediately following Navy Day in Halifax, when elaborate demonstrations and displays supported the historical theme.

### Sub-Command

At Montreal, the vast supply complex there was reconstituted in September with the establishment of a sub-command of the Atlantic Command under the Senior Naval Officer, St. Lawrence River Area.

The naval air station at *Shearwater* on September 12 had its first Open House and Air Show in nine years and attracted 18,500 visitors.

Other naval highlights of 1959 included:

The transfer of two Algerine coastal escorts to the Belgian Navy, under the terms of Mutual Aid.

Reduction of the reserve fleet to five small vessels. This was accomplished by the disposal of surplus ships and the commissioning of others and was in line with the policy of having a fleet as close as possible to 100 per cent readiness.

### Tanker Planned

The announcement that a 22,000-ton tanker supply ship would be built for the RCN, to serve as a sea-going fuelling station and thereby increase the endurance and mobility of the fleet.

The acquisition of a tactical trainer capable of duplicating almost every situation apt to be encountered by the crew of a Tracker anti-submarine aircraft.

The reduction from five years to three of the initial engagement period for ordinary seamen.

Construction was begun of two of six "Repeat Restigouche" class destroyer escorts on order for the RCN. Work was started on the first of the class in 1958; the other three are scheduled to start in 1960.

## Greetings

The following Christmas messages were sent to personnel of the Canadian Armed Forces and their civilian co-workers in December:

*From Hon. George R. Pearkes,  
Minister of National Defence*

"I wish to extend my best wishes for a very Merry Christmas to the member's of Canada's Armed Forces, to the personnel of the Defence Research Board and to the civilian staff of our department.

"All of you are sharing in our common effort towards the maintenance of peace throughout the world. I know that, on occasion, this can entail certain hardships and your duties will cause many of you to be separated from your families at this time of the year. To those celebrating Christmas away from home and in foreign lands, I wish to send my warmest greetings.

"Your efforts are helping to bring peace to a still divided world and it is well to keep in mind during the holy season of Christmas the Divine proclamation of peace on earth to men of good will. The observance of the birth of the Saviour presents a special opportunity for every Christian to give thought to the purpose and aim of his life.

"To all of you, may I express the hope that you will have a joyful Christmas and a peaceful and prosperous New Year."

*From Hon. Pierre Sevigny, Associate  
Minister of National Defence*

"This is my first opportunity, as associate minister, to send Christmas greetings to those serving with our Armed Forces, to the staff of the Defence Research Board and to the civilian personnel of the Department of National Defence.

"To those of you who are celebrating Christmas in remote parts of Canada or in distant corners of the globe, may I send a special message of good cheer. With your faith in Divine Providence strengthened during this holy season of Christmas, I am sure that all of you will continue your splendid efforts towards the preservation of peace throughout the world.

"During the past few months I have had occasion to visit a number of our defence establishments and of personally meeting many of you and your families. I hope that in the year ahead I will be able to meet many more of you.

"I would like to extend my best wishes to all for a very Merry Christmas and a Happy New Year".

## Naden Divers Test 'Wet Suit'

To prove the practicability of "wet suits" at extreme depths and in extreme cold, a contingent from the diving unit at *Naden* descended to a depth of 175 feet in sub-freezing Alaskan waters 800 miles northwest of Victoria.

The temperature of the water off towering Taku glacier, Alaska, where the dive took place at the end of November, was 30 degrees F—two degrees colder than the temperature at which fresh water freezes.

The dive, which was led by Lt.-Cdr. Benjamin Ackerman, took place from HMCS *Fortune*.

The divers were submerged for 38 minutes including decompression time of nearly 30 minutes on their ascent. They wore standard air tanks and mechanical lungs.

"Wet suits" are made of quarter-inch foam-neoprene and are individually tailored to the diver. They are designated "wet suits" because the water actually penetrates the porous synthetic rubber garment to come in contact with the diver's skin.

"Wet suits" are said to provide greater freedom of movement and warmth than suits made of non-porous material.

## Interest in Museum Soars

"The most active and most productive year since the founding of the Maritime Museum of Canada," was reported by the chairman of the board of directors to the annual meeting of the Museum held recently.

Commodore M. A. Medland, who assumed the office of chairman late last year on the retirement of Commodore D. L. Raymond, paid high tribute to his predecessor.

"It was largely through the interest and guidance of Commodore Raymond that so much progress was achieved in 1959," he said.

The chairman's report noted that the numbers of visitors to the museum had increased by 40,000 to 185,000 during the year. It also listed a number of acquisitions during the year of which several were "outstanding". These included a model of a landing craft of the type used by General Wolfe during the amphibious phase of the assault on Quebec, an excellent model of the schooner *Bluenose*, and a set of figures depicting in great detail the uniform dress of naval officers and men, including an able seaman of HMS *Tribune*, at the turn of the 18th Century.

"In planning for the future development of the Museum, the most important factor is the question of space,"

the chairman stated. He noted that the past year saw the final expansion of the museum within the area allocated in the Halifax Citadel.

"Plans for possible alternate accommodation must be considered seriously", he pointed out.

Sub-committees formed last year have been at work on the problem and it is intended to progress this planning through the year. Estimates will be obtained of the costs of renovating a suitable building or acquiring a totally new building and methods of raising the required funds will be explored.

The chairman reported that the Canada Council has approved a grant to the museum to sponsor the publication of Captain J. P. Parker's manuscript, "Sails of the Maritimes".

The presentation of Queen Victoria's Royal Barge by Her Majesty the Queen was among the highlights of the year's activities, the report stated.

Due to space limitations within the Citadel, the barge has been placed temporarily in the custody of the Navy, and is at present on display in HMC Dockyard.

Occasional Paper No. 5, a history of the Halifax Dockyard, was produced to mark the Bicentennial of the dockyard and sales to date have exceeded those of any the previous four papers.

Niels Jannasch was appointed director of the museum in November, the report noted, thereby filling this position for the first time.

"Expenditures over the year had been considerably greater than in the previous year," the chairman stated.

Construction and maintenance costs accounted for much of the increase. The financial report noted that the annual grant from the Province of Nova Scotia had been doubled, to \$7,000. A grant from the City of Halifax, donations from various sources and the sale of occasional papers, books, post-cards and prints, made the year's receipts \$10,929.23. Estimated expenditures for 1960 totalled \$17,000, which will be met by the development of new and additional sources of revenue.

The following were added to the museum's advisory committee: Hugh B. Bell, E. A. Thompson, W. Simpson and Bruce Oland.

## RCN(R) Initial Term Shortened

The initial term of engagement for men in the RCN(R) active list has been shortened to three years from the previous five, effective January 22, it was announced by the Commanding Officer Naval Divisions. Re-engagement periods will continue to be five years.

## Cradle of RCN's Senior Officers

Back in 1910 when the Royal Canadian Navy was established by Act of Parliament it was quite obvious to all concerned that this new fighting service would, right from the start, have to be directed by officers of sound experience. To those officers loaned by the Royal Navy must go due credit for the foundations on which the present-day RCN is built.

But even in those first formative years full recognition was given to the concept that the RCN must from the beginning train its own officers to direct the fleet of the future. Knowing that college-trained naval cadets could not possibly join the fleet in less than three years, the passage of the Act was anticipated and the first cadets were enrolled under the Department of Marine and Fisheries and did their time in CGS Canada before 1910. They subsequently joined HMCS Niobe as midshipmen. Admirals Nelles and Brodeur were of this class.

However, the main source of officer recruitment in the RCN was to be a steady stream of midshipmen graduating from the Royal Naval College of Canada, at Halifax, an institution that was provided for in the original Naval Service Act.

The college lasted for only 11 years (1911-1922) and passed through many trying times, including the Halifax Explosion, and yet in that relatively brief span of years produced most of the senior officers who directed the course of the RCN in the Second World War and in the years since 1945.

Unfortunately, official records reveal very little about life in the old RNC of C, nothing about study methods, social activities and the like, and very little about naval training. If there were Letters of Proceedings they have long since been lost.

Certainly the article in this issue of The Crownsnest by Commodore Hope and the photographs, some of which are from the collection of Rear-Admiral F. L. Houghton, fill one of the gaps in our naval history. Retired personnel of the Navy are invited to forward such reminiscences to the Naval Historian at Naval Headquarters.—E.C.R.

# The Royal Naval College of Canada



(CN-5057)

By

Commodore A. M. Hope  
OBE, CD, RCN(Ret)

ON AUGUST 3, 1914, a new term of eight cadets joined the Royal Naval College of Canada at Halifax. This was the day prior to the outbreak of the First World War—a special pride to each member of this particular term.

Four members of the term hailed from British Columbia and four from Nova Scotia, and this even distribution was instrumental in helping to knit the term into a compact and proud team.

Our first impressions of the college were varied. The Dockyard and environs, which included the college, were in the process of changing from peacetime routine to that of war. A number of the College staff were leaving for

their war appointments, among them Sub-Lieutenant A. S. Dean, the officer who had been nominated as our term lieutenant. His place was most effectively taken by a newly-promoted cadet captain from the senior term, one G. M. Hibbard, now Commodore Hibbard, RCN (Retired). We were indeed fortunate to have his understanding help at the beginning of our life in the Navy to steer our wondering and wandering thoughts and steps for our first six months under naval discipline. (And a little child shall lead them!)

Our first interview with the commander of the College, Cdr. E. A. E. Nixon, RCN, left an impression on every

member of the term that exists to this present day. It was most frightening at the time but his attitude and approach to the subject of our future careers was perfectly correct when dealing with a group of youngsters in our age group who were about to set out on a life so completely different from that which we had been accustomed to. We sensed from that moment that no nonsense would be permitted and at the same time that absolute honesty and justice would be our lot. Cdr. Nixon never admitted that he possessed one of the kindest hearts in the world until our course of two and a half years at the college had been completed and our term was about to proceed to its first-sea-going appointment as midshipmen. Not only our term but the college as a whole owed much to Cdr. Nixon who plotted and steered the course for us who were to be among the first officers to serve in the Royal Canadian Navy.

As the days passed our daily life began to form itself into a distinct pattern. We learned that punctuality was the first lesson, to be followed by others, that every movement was to be carried out at the double, whether changing classes, turning in for the night or arising in the morning. Our day started at 6.35 a.m. winter and summer alike with a supervised cold plunge. (No shirking there). After a cup of cocoa, again taken at the double, irrespective of its temperature, cadets proceeded, in summer, (up until November) to the boat house to embark in the College cutters for the morning period under oars and sail. In the winter months and during inclement weather this period was spent in the gymnasium. The dress for this early morning activity was white flannel trousers, shirt and white jersey, which necessitated changing into blue uniforms before breakfast. Needless to say this was accomplished at the double.

There were two study periods in the forenoon, two in the afternoon, and one at night which together with the games period in the afternoon and the pre-breakfast boat work or gymnasium ensured sound sleep. With the clanging of the 9 o'clock bell a rush from the evening study period took place reminiscent of a Calgary Stampede. How we did it I have forgotten, but by the time one arrived in the dormitory he was practically undressed and ready to put on his pyjamas. A rush to brush the teeth and give a lick and promise to the hands and face, then to fall in by one's chest for a moment of silent prayer before lights out. I remember that this whole evolution took some five

minutes from the time of leaving the study.

We played soccer that first year as a compulsory game. Tennis could be indulged in on Saturday afternoons but was not given much encouragement. Other sports included paper chases and "Walks North", but boat work under oars, sail and power figured largely as a recreation as well as an early morning *MUST*. All of this stood us in good stead when we eventually got to sea. The "Walks North" were never very popular. They consisted of walking north in groups for about four miles through the slums of Halifax, then reversing course through further slums or across the city dump. Woe betide anyone who malingered. Cdr. Nixon owned two Airedales which would frequently accompany groups of cadets, and it was common belief at the time that either the Commander understood dog talk or vice versa, as with uncanny accuracy he laid his finger on those who had not completed the intended course.

That first winter we played hockey as a compulsory game, once a week at the rink and otherwise using our own resources, which consisted of a flooded asphalt tennis court which was located behind the building. The West Coast members of our term had shone at football, the East Coast got their own back

when it came to hockey, so honours became even by January 1, 1915.

In 1915 our activities in the football field were shifted from soccer to English rugby and continued as such until we left the college for sea at the end of 1916.

In addition to the college pulling boats, cutters, whalers, and gigs, there was attached to the college as a tender a former two-masted fishing schooner of 100 tons named the *Diana*. This vessel cruised during the summer months along the shores of Nova Scotia embarking the different terms for periods of a few days each with the object of imparting practical seamanship to the embarked classes each under their own instructor. The *Diana* not infrequently went ashore as the result of too much talent trying out too many small harbours along the coast where we would anchor for the night. I remember with affection those cruises and the respect for the sea they taught me. They also in my later and retired years enabled me to say that I started my naval life in sail and finished in helicopter.

Another tender, the yacht *Venture*, was largely reserved for staff officers and the senior term, particularly on Saturday afternoons. At one time the *Venture* took part in the Royal Nova



The fifth class of cadets to attend the Royal Naval College of Canada entered in the fall of 1914 and passed out Christmas 1916. Their names, with the ranks attained during their naval careers, were: sitting (left to right), Captain E. A. Thompson, Cdr. G. B. F. Barnes and Cdr. F. R. W. R. Gow; standing, Commodore A. M. Hope, Vice-Admiral H. T. W. Grant, Captain C. D. Donald, Captain A. P. Musgrave and Rear-Admiral W. B. Creery. (Notman Studio photo; HS-6494)





Cdr. E. A. E. Nixon, Commander of the Royal Naval College of Canada. One of the two brass cannon which flanked the college entrance can be seen. (CN-5058)

Scotia Yacht Squadron races but an anti-submarine net laid from the present breakwater confined her activities to the harbour waters and Bedford Basin.

Discipline within the college was largely an internal affair except for any serious breach. There was the usual flogging by the junior cadets for those of a more senior variety. Cadet captains were allowed to inflict punishment up to six strokes with a cane, administered where it would best be felt, but only on the authority of the commander. This was the normal punishment for cadets caught smoking. Breakages, lack of some part of uniform and such like minor offences were punished by

small fines; and as we received just 75 cents a week for pocket money, that could hurt the individual very much indeed. I can truthfully say that our term had no real difficulty in settling down to a well-organized and disciplined way of life.

The comings and goings of many ships of war together with the recommissioning of HMCS *Niobe* just under the windows of the college in the autumn of 1914 fascinated all of us. The latter would fascinate any Supply Officer today in that all stores and accoutrements were supplied to the ship by the ship's own boats assisted by one large dray drawn by two white horses. I remember well the arrival

at the dockyard of HMS *Glory* which numbered among her complement a dozen or so naval cadets, RN, who averaged a year younger than our term—and with what envy we regarded them.

The dockyard had never been busier. We were aware of, but as yet had no part in these fascinating activities of wartime. Our activities were confined to study for the two and a half years but we made it in the end. The arrival and departure of all types of men-of-war, transports and freighters were of almost daily occurrence. Barks, barkentines and even a full-rigged ship came out of retirement in the interest of transporting war material across the Atlantic. To the youthful mind these sights became an inspiration, not without the frightening thought that this might all cease before we got to sea.

The Naval College year was divided into two terms—the summer term commencing in August and lasting until mid-December and the winter term from January until mid-June, thus providing two periods of leave of six weeks duration each. The idea behind this scheme was to enable cadets from the West Coast and inland provinces to visit their homes twice a year. It seldom worked out that way and the Westerners made many friends in the eastern provinces, with whom they would spend probably one leave a year rather than face a fortnight in the train, with subsequent expense involved.

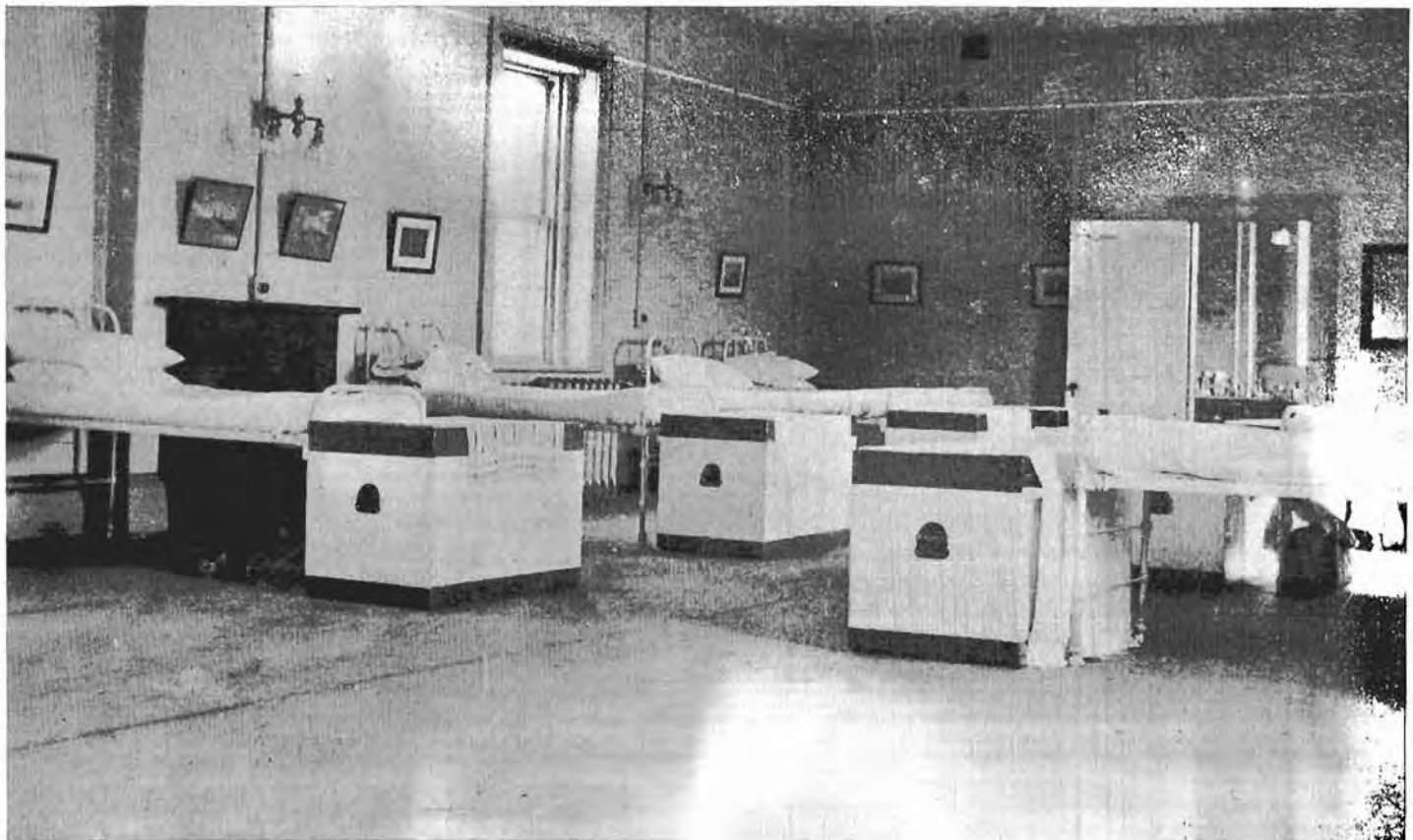
The highlight of the winter term was the cadets' annual picnic to McNab's Island, usually held on the 24th of May. Preparations were long in the making and it involved the youth and beauty of Halifax, the college boats (under tow) and of course a sprinkling of staff officers' wives as official chaperones.

Similarly the highlight of the summer term was the annual ball held in the college just prior to the break-up for Christmas leave. Up to the time of the last ball at Christmas time, 1915 (we were cheated of our final and Farewell-to-the-College Ball in 1916 through an erroneous report of the loss of HMCS *Grise* with all hands), the ladies of our choice would arrive via horse-drawn cabs. A very solemn period of dancing with supper would follow and they would depart as they had arrived. The West Coasters were more frightened of the dance floor than the easterners were, and there was no dancing master attached to the staff of the Royal Naval College of Canada.

With the exception of the two foregoing events, entertainment was simple. During winter months only, leave could be obtained on Saturday afternoon for



Another view of the Royal Naval College of Canada, as it appeared in January 1913. The tall masts at each end of the building supported a wireless aerial. (CN-5005)



Part of the dormitory at the Royal Naval College of Canada, June 1913. Note the enormous chest at the foot of each bed..(CN-5011)

the purpose of visiting friends, attending theatres, etc., but this leave expired at 6 p.m. when all cadets were paraded at the gymnasium for instructions in boxing and wrestling. All this, following a surfeit of ice-cream sodas and banana splits, was not conducive to a happy feeling within while tumbling on the mats. If, however, a cadet had taken the girl friend of the moment to the local theatre, the weekly pocket money was sufficient to provide two theatre tickets at 25 cents each, tea and toast for the lady and a plain soda for the cadet, after which he would have to walk back to college lacking tram fare, but he would, incidentally, put up a much better showing in the boxing ring.

In August 1916 our term became the senior one at the college, and with it all the attendant privileges including the provision of two cadet captains, (Creery and Musgrave) who would be required to guide the two junior terms during their term of office.

We also learned at this time that, providing our progress was maintained at the present level and that the war continued, we would not be required to remain at the college for the whole three years but would be given the opportunity of sitting for our passing-out examinations prior to the Christmas leave period in 1916. Both conditions were fulfilled and great was our pride and joy to be rated midshipmen at the beginning of 1917 and to go to our first sea-going appointment, HMS *Leviathan* at Bermuda in February, 1917.

On looking back after forty-three years, I feel that the two and a half years at the Royal Naval College of Canada was very well accounted for in building both the body and the mind of prospective naval officers. We were fortunate indeed in serving under and learning from first-class professional officers and civil staff.

I think that the four members of our term who hailed from the West Coast were far more adequately prepared educationally for life at the college than those of us from Nova Scotia. They passed into the college at the head of the term and maintained their position on the whole throughout the course. It is interesting to note, however, that after having reached the rank of midshipman and in subsequent courses as sub-lieutenants when dealing with professional and practical subjects, those of use from the East more than held our own.

The following cadets joined the Royal Canadian Naval College on August 3, 1914, and graduated as Midshipmen on February 5, 1917:



The *Diana*, training schooner of the Royal Naval College of Canada. Purchased in 1911, she remained in the service of the college until the latter was wrecked by the Halifax explosion in December 1917. (CN-5020)

Wallace B. Creery	—Retired as Rear-Admiral, 1956		Chief of Naval Staff, 1951.
George B. Barnes	—Retired as Lieutenant - Commander, 1938, rejoined for duration of the Second World War.	Francis R. Gow	—Killed in air accident, 1941, when a Commander
		Adrian M. Hope	—Retired as Commodore, 1951
Alured P. Musgrave	—Retired as Sub-Lieutenant, 1919, rejoined for duration of the Second World War. Retired as Captain.	Colin D. Donald	—Retired as Acting Captain, 1947
		Edwin A. Thompson	—Retired as Lieutenant, 1923, rejoined for duration of the Second World War. Retired as Captain.
Harold T. Grant	—Retired as Vice-Admiral and		

# OFFICERS AND MEN

## **Cape Breton In New Role**

The RCN's second mobile repair ship, HMCS *Cape Breton* was commissioned on the West Coast on November 16. Her return to service in her new role followed an extensive refit at HMC Dockyard, Esquimalt, B.C.

The *Cape Breton* was preceded into service earlier in 1959 by the *Cape Scott* which is serving in the Atlantic Command.

The *Cape Breton* will provide repair facilities and limited logistic support to West Coast ships away from their home base.

To carry out her new duties the *Cape Breton* has been fitted with engineering and electrical workshops and the ship's company includes a large percentage of technical personnel. Among her facilities are a blacksmith shop, a sheet metal shop, a welding shop, a pipe and coppersmith's shop, and a plate shop. The ship is capable of carrying out all manner of electrical and electronic ship repairs, diesel engine repairs, crypto and teletype repairs, underwater repairs, and canvas and rigging work. She is fitted with a helicopter landing platform.

The *Cape Breton* was built by the Burrard Drydock Co. Ltd. at North Vancouver in 1944. She was taken over by the Royal Navy, fitted out as a maintenance ship and, as HMS *Flambourgh Head*, served in this capacity until she was acquired by the RCN in 1953.

Equipped with classrooms, workshops, and living accommodation by the RCN, she remained at Halifax as a training establishment for technical apprentices until 1958, when she sailed for Esquimalt for conversion to her present function.

## **Sid Pines Again Heads Veterans**

The election of officers of the Hamilton Naval Veterans' Association for 1960 saw Sid Pines re-elected president. Other officers named at the meeting December 16 were:

William Shade, vice-president; Wally Preston, secretary; Jim Senior, treasurer; George Winn, recording secretary; Hugh McMurrick, Phil Fox and Bob Frazer, members of the executive committee; Bill Irvine, entertainment

chairman; Bill Wright, master-at-arms; Russ Woodward, publicity chairman, and Roy Dean and Norm Irwin, auditors.

The elections were supervised by five members of the United Council of Veterans: Charley Boecker, Andy Black, Charles Wright, Jack Renolds and John Tennies.

A highly successful Christmas tree entertainment was held, with Harry Risko, as Santa Claus, passing out presents to all members' children.—R.V.W.

## **Engineer Officer From Lower Deck**

Former Chief Petty Officer Roland Joseph Alfred Houle, 31, has been promoted to the rank of Acting Commissioned Engineer Officer in the Royal Canadian Navy. He has been appointed to *Stadacona*.

A/Cd. Off. Houle enlisted in the RCN January 6, 1950, at *Carleton*. He has served on both coasts and at sea in various ships, including the *Bona-venture*.

## **Diving Unit Put Plane Back in Air**

One of the untold stories of 1959 concerns assistance given the U.S. Air Force by the RCN diving unit, which went north with the annual sea-lift of the U.S. Navy's Military Sea Transportation Service.

## WEDDINGS

Able Seaman Gordon L. Benjamin, *Naden*, to Miss Donna Mae White, *Ganges*, B.C.

Able Seaman John Keith Harper, *Resolute*, to Miss Marjorie Frances Walker, *Windsor*, Ontario.

Lieutenant-Commander James R. Hutcheson, *Terra Nova*, to Elizabeth Nicol Macindoe, *Victoria*.

Able Seaman L. L. Leckie, *Naden*, to Miss Beverley Bjornson, of *Selkirk*, Manitoba.

Sub-Lieutenant Florian Ouelette, *Cornwallis*, to Nicole St. Denis, *Ottawa*.

Lieutenant-Commander Ronald Earl Quirt, *Shearwater*, to Miss Joan Belle MacLean, *Durham*, Pictou County, N.S.

Sub-Lieutenant Ronald T. Walker, *Cape Breton*, to Miss Carole Jean Reid, *Victoria*.

Able Seaman Harry Woznow, *Naden*, to Miss Beverley Roberta Morrison, of *Victoria*.

## BIRTHS

To Petty Officer Ross Connor, *Bytown*, and Mrs. Connor, (the former Sub-Lt. (MN) Lea Beehler) a daughter.

To Lieutenant-Commander E. J. Hyman, *Niobe*, and Mrs. Hyman, a daughter.

The story came to light in a letter of appreciation written by Colonel Louis A. Rochez III, USAF, to Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast:

"On July 16, 1959, at Lake Fremont in Labrador, one of our SA-16 amphibian aircraft was taxied across a rock, resulting in a ripped hull. Because of the inaccessibility of the location and absence of beaching facilities, the repair was beyond the capabilities of our base. Knowing of the presence of the USS *Opportune* in Torrington Basin adjacent to Goose Air Base, I called upon Lt. Arthur Rowse, RCN for assistance. He immediately offered his men and equipment.

"Lt. Rowse, CPO P. J. Nicholson and Ldg. Sea. A. N. Eisner were airlifted to Lake Fremont. For three days, with only three or four hours of sleep each day, they worked on the aircraft, effecting repairs which enabled us to fly it back to Goose Air Base for final repair.

"Without Lt. Rowse's co-operation and the ingenuity and knowledge of Lt. Rowse, CPO Nicholson and Ldg. Sea. Eisner, it is problematical whether the aircraft could have been prepared for flight in less than 30 days. The loss of the use of the aircraft for an excessive period of time would have seriously hampered our operations.

"I would like to commend these men for their work and congratulate them for a job well done and in the best traditions of the Royal Canadian Navy."

## **Ottawa NOA Holds Annual Meeting**

Efforts to acquaint former naval officers with the aims and objectives of the Naval Officers' Association of Canada and the launching of a drive for new members were decided upon at the annual meeting of the Ottawa branch of the NOA in October.

The decisions were the outcome of a lively discussion on "Why we are here? What are we doing?", led by Ralph Meredith, Sam Hermans, Bob Campbell, Harry McClymont and others.

It was felt that each member association of the NOAC should constitute a gathering point for Reserve and former officers who have a continuing interest in naval and related matters and that the program of the association should

be designed to maintain this interest and turn it to a useful purpose at the local level.

Officers elected at the meeting were: R. G. Gordon, president; C. A. Gilbert, vice-president; J. J. Trainor, treasurer and A. B. Mundy, secretary. Directors are H. H. Durham, T. G. Fuller, J. H. McDonald, V. A. Nagel, R. S. Simpson and J. W. Valiquette.

#### **4 Leadership Courses End**

December 11 saw drastic change of scenery take place in Leadership School as one divisional officers' course and two petty officer second class leadership courses moved out on completion of their six-week course and Santa's helpers moved in to prepare for the Cornwallis children's Christmas party.

Santa's chief and biggest gnome was PO W. R. Smith, ably assisted by Petty Officers G. T. Wallace and G. A. Broster. Under such able direction, the party was a success for all concerned.

The courses which completed during the month were No. 52 Divisional, and



The youngest sailor is customarily Captain for the Day on December 25. Two of the Atlantic Command Christmas "captains" are shown with a real one, who turned out in square rig for the occasion. Left to right are "Commander" (Ordinary Seaman) Cliff Woodrow, 17, of the Terra Nova; "Ordinary Seaman" (Commander) William P. Hayes, commanding officer of the Columbia, and "Commander" (Ordinary Seaman) Jim Anderson, 17, of the Columbia. (HS-59967)

#### **College Journal Sponsors Contest**

Announcing its 1960 essay contest, the RCAF Staff College Journal says an award of \$250 will be made to the member or former member of the Canadian Armed Forces or Civil Service who writes the best unsolicited essay, not exceeding 5,000 words, likely to stimulate thought on military matters. This includes strategy, operations, training, logistics, personnel administration, technical, research, production, or any other field.

In addition to the prize money, the writer of the winning essay will be paid at the rate of three cents per word upon publication. Moreover, all entries will be considered for publication and those selected will be paid for at the same basic rate.

Entries shall not contain classified information. Manuscripts must be double-spaced, and submitted in duplicate to The Editor, RCAF Staff College Journal, Armour Heights, Toronto 12, Ontario, by June 1, 1960.

The board of directors of the Journal will appoint the judges, whose decision will be final. Arrangements for the presentation of the award will be made known when the winner is announced. If no essay meets the standard of excellence set by the judges the right to make no award will be reserved by them.

Nos. 104 and 105 Leadership Courses. No. 105 was victorious over all opposition in sports but No. 104 managed to establish a new record of 35 minutes on the assault course. No. 52 Course's main claim to fame was the acquittal they won for Cd. Off. A. R. Brunet, in his mock court martial.

#### **New RCN Officer Served in Army**

Ex-CPO John Arthur Young, 33, has been promoted to the rank of Acting Commissioned Officer in the Royal Canadian Navy. He has been appointed to Naval Headquarters, Ottawa.

A/Cd. Off. Young served in the Canadian Army from April 19, 1942 to July 18, 1944, when he transferred to the war-time RCNVR as an ordinary seaman. On June 22, 1946, he transferred to the permanent force. He was an official naval photographer and has been promoted to the Special List for duty with the Directorate of Naval Photography.

#### **Ex-Radio Mechanic Becomes Officer**

A former chief petty officer, Clancy Frederick Gervais, 33, has been promoted to the rank of Acting Commissioned Radio Officer in the Royal Canadian Navy. He has been appointed to Stadacona.

A/Cd. Off. Gervais served in the Royal Canadian Air Force from October 1943 to February 1945 and joined the Royal Canadian Navy at Carleton as a radio mechanic in June 1946. He has served on both coasts and on board the aircraft carriers *Magnificent* and *Bonaventure*.

#### **New Officer Goes To Bonaventure**

Former Chief Petty Officer John Hartley Bell, 34, has been promoted to the acting rank of Commissioned Airman (Air Ordnance), in the Royal Canadian Navy. He has been appointed to the *Bonaventure*.

A/Cd. Off. Bell served in the RCAF from October 1943 to September 1944 and entered the Royal Canadian Navy June 10, 1946, at York, as an air mechanic.

He has served ashore on the East Coast and in the *Magnificent*.

## **FLIMSIES**

(An item of considerable naval interest appeared recently in "The Crow's Nest" department of The Bermudian and is reprinted here with grateful acknowledgement.)

The following memorandum, prepared by Captain John S. Cowie, RN (Ret.),



Britain's newest aircraft carrier, Hermes, heels to starboard on a turn during recent power trials in the English Channel. The 27,500-ton (full load) ship will be equipped this spring with Scimitar strike fighters, able to carry nuclear armament, and Sea Vixen fighters, fitted with Firestreak air-to-air missiles. Like the RCN's new destroyer escorts, she has a "citadel" or self-contained section, for protection against radioactive fallout. From it the carrier can be steered and her engines and boilers operated by remote control. She is 741 feet long and has accommodation for 189 officers and 1,643 ratings. (Photo courtesy U. K. Information Service)

appeared on our desk one morning:

"Whenever an officer serving in the Royal Navy leaves a ship to take up a new appointment he is furnished with a Certificate of Service, a printed form on which his Commanding Officer inserts, in his own handwriting, a brief appraisal of the officer's general conduct while serving under his command. These documents are known as flimsies, for the obvious reason that they are made of very thin paper, the idea being to avoid cluttering up an officer with thick wads of personal records.

"A formula frequently adopted by ship's captains runs, 'This officer has conducted himself with great zeal and ability, and entirely to my satisfaction.' Inevitably there have been some cutting variations on this theme such as '... conducted himself with great agility and entirely to his own satisfaction!'

Here are some other examples:

" '... seldom with sobriety, and never to my satisfaction.'

" '... has succeeded in surrounding himself with an aura of unreliability, but has charming manners.'

" '... has in accordance with the Regulations, repaired on board from time to time, but more often than not in his own time, and not mine.'

" '... has proved adept in concealing from me such officer-like qualities as he may possess.'

" '... As this officer is a first-class

polo player, no words of mine can possibly prevent him from being promoted.'

" '... This officer's delight at receiving his new appointment is fully shared by all on board HM ship under my command.'

"Finally, there is the well-authenticated case of the Captain who endorsed a flimsy with the simple judgment—'Inefficient.' It so happened that the unfortunate officer receiving this flimsy was a nephew of a very influential VIP, and in due course the Captain was sent for by his Admiral and told to amend his report. This the Captain refused to do without written orders from the Admiralty. On the receipt of such orders, he dutifully amended his report and returned it to their Lordships. The revised version read: 'Grossly inefficient.' "



# 40 YEARS AGO

*Life on the lower deck as it was lived  
in the early days of the RCN*

The changes that have occurred over the past 50 years in the Navy's way of living and doing things have come about sometimes slowly, sometimes (as in recent years) at a quickened pace. Few men now serving on the lower deck in the Royal Canadian Navy have any personal knowledge of life in the Navy before the beginning of the Second World War and even by then the ways of the RCN had undergone a radical transformation from what they were 30 years before.

A few seamen, with service in the Comox, Fundy, Gaspé or Nootka (later Nanoose) on minesweeping duty during the war years will know something about coaling ship, but even they will know nothing of the grime, sweat and elaborate organization that went into fuelling ships of the size of the Rainbow or Niobe.

Cdr. A. R. Turnbull, the writer of the series of articles beginning in this issue of *The Crow's Nest* served on the lower deck for more than 11 years, nearly two years of that time with the Royal Navy

during the First World War. He was promoted to acting gunner (T) after having served in the RCN for nine years. His career as an officer of the Royal Canadian Navy lasted 26 years, his specialties being torpedo and torpedo-anti-submarine. He retired in June 1954 at HMCS Niobe, with the rank of commander, and has continued to serve the RCN there in a civilian capacity.

As Cdr. Turnbull points out, while his earliest experience was with the Royal Navy, there was little to distinguish the practices of the RN and RCN at that time. The ships, for the most part, had come from the RN, which also provided much of the training for officers and men.

If life afloat had not changed in the past 40 or 50 years, the recruiting problem today would indeed be a difficult one. However, life ashore in those days was not all roses, either, and most sailors found a seagoing career rich and satisfying.



**D**OUTBLESS many men now serving have noted enormous changes in conditions in the Service since their early days, which probably go back in the majority of cases ten or fifteen years, and spin salty yarns of life in the Navy "when I joined".

There are numerous records of life in the Service during the 18th and 19th centuries, but none, to my knowledge of the early years of this one.

This series of articles is intended to fill that gap and, while not an attempt to write history, it is a record of the way life was lived by the sailor of about 1915-1925 and consists chiefly of trivia, which are not generally considered worthy of record, but which will, I hope, provide a background for those studying the period.

All the statements made are from memory, and I am certainly open to correction by any of my contemporaries, but I have tried not to exaggerate in any degree. Like "Dragnet", I aim to provide just the facts.

The slang terms of the period have been included as far as possible, as it is felt they provide some colour to the narrative.

To provide some semblance of order, the record is divided into subheadings,

such as Messing, Uniform, Punishments, etc., in which I have seen the greatest changes.

As my first two years were served with the Royal Navy, my earliest impressions will be of that origin, but as the RCN operated on very similar lines, my notes apply equally to both Services.

## Personnel



**L**OWER DECK personnel were a great deal more class conscious in the early days of this century than they are today. The people who considered themselves to be the elite of the

lower deck were the artificers and the writers, probably because they usually had training in their craft before entering the service. The seamen, who included signalmen and telegraphists, were usually entered as boys at the approximate age of 15½ years, and those who proved themselves during their new entry (or nozzers') training were allowed to elect to continue their careers in the signal or W/T branches.

The engine room branch consisted of the engine room artificers and stokers, but these were entirely separate, and there was no opportunity for a stoker

to advance into the ERA category. The best he could do would be to become either a chief stoker or a chief mechanic. The chief stoker normally carried out the regulating duties of his branch, that is, the detailing of the various engine room and stokehold working parties, etc., while the mechanic, after special training, was usually in charge of a boiler room and its ancillary machinery; the engine room was strictly the preserve of the ERAs assisted by leading stokers, holding auxiliary ER watchkeeping certificates, and acting as oilers, etc.

The seaman and engine room branches were the two main bodies of personnel carried, and the ship's company was completed by the paymaster's staff of writers, cooks and stewards, the medical branch of one or two sick berth attendants (colloquially known as sick bay tiffies), and miscellaneous ratings including armourers and artisans.

It should be made clear here that there were two classes of stewards, as there were of cooks.

The ship's stewards (Jack Dusty) were the forerunner of the present victualling and stores branches, but dealt only with food, clothing, mess traps, etc. The other stores were handled by their own branches, e.g.,

engineers' stores, boatswains' stores, gunners' stores, etc.

Officers' stewards (flunkies) were, as the name implies, domestic servants and were often recruited from among Maltese, Hong Kong, Chinese and other Empire nationalities.

Ship's cooks (sloshies) received little training before going to sea and these men learned their business "on the job", but officers' cooks (chefs) generally attended a school of cookery before being drafted to sea, as they were often single-handed, especially in the smaller ships. They, of course, cooked only for the various officers' messes—ward room, gun room and warrant officers' mess.

Armourers were the forerunners of the present ordnance branch, and they were the opposite numbers of the ERAs (who were responsible for the maintenance of the ship's machinery) as far as the ship's armament was concerned. However, for some unknown reason they were only classed as artisans, as were the blacksmith, the plumber, the painter, the cooper and the carpenter's crew, which usually included a joiner.

Shipwrights were on a similar basis to ERAs, as they were skilled in both metal and woodwork, but the carpenter's crew were strictly woodworkers. Artisans drew a lower scale of pay than the artificers, although they were just as skilled in their own trades as the ERAs and had usually served from five to seven years' apprenticeship to their trade before joining.

Another class of skilled workmen included the electrical artificers, whose main duties were the maintenance of the electrical machinery of the ship, but not its operation, in addition to which they were responsible for the maintenance of the torpedo armament. This rather surprising duty evolved from the fact that the torpedo department was the one detailed to be responsible for all the electrical equipment in use in the service after its introduction (with the exception of W/T equipment), and until the electrical branch was introduced into the Navy, carried out these duties to such an extent that torpedoes and mines became almost a subsidiary part of their training and duties.

No mention of lower deck personnel can be made without including the men of the Royal Marines. In the early years of the century there were two corps of these "Sea-Soldiers"; the Royal Marine Artillery (known as the "Blue Marines"), and the Royal Marine Light Infantry (known as "Red Marines"). These nicknames arose from the colour of their tunics.

The RMA were all big strapping fellows of at least 5' 10", as they formed guns crews in the ships, usually manning one turret of 9-2" guns or larger and one or two of the secondary armament (6" or 4.7"). The RMLI provided guards, sentries, etc., and at action stations were employed in the fire control positions or as ammunition supply. In addition to their military duties, all Marines were also employed as officers'



Cdr. A. R. Turnbull, the author of the accompanying article on life on the lower deck 40 years ago, is pictured here as a frock-coated Gunner (T) on the deck of the destroyer Skeena about 1931. His lower deck career had ended with his promotion to acting warrant rank in November 1929 and his total service eventually entitled him to the CD and two clasps. (CN-5089)

servants or wardroom and gun room attendants.

In larger ships other personnel were also carried, such as a sailmaker (a specialist seaman) and his mate, and representatives of the present regulating branch, which usually consisted of a master at arms (jaunty) and some ship's corporals (crushers). As a rule these regulating personnel were ex-seamen, stokers or Marines who had volunteered to turn over to the police branch, on account of some slight disability, rather than be discharged from the service. There was also a lower

deck "buzz" that they volunteered because they could not get along in their original branches. They organized the seaman branch for parts of ship, watch, etc., patrolled the living spaces during working hours to prevent "skulking", and generally dealt with all service "crime" from the police point of view.

Other jobs for which extra payment was made but which were carried out by non-specialized ratings included the lamp trimmer, who had a lamp room in which to carry out his work. This was fairly considerable, as throughout the ship secondary lighting was by oil lamps. Oil navigation lights were always kept burning during the night at sea, on the bridge, to allow immediate replacement, should the electric ones fail. In addition, an anachronism was maintained for years in that, at the nightly rounds, in spite of all spaces inspected being normally illuminated by electric light, the ship's corporal or duty PO, who led the OOD on his round of inspection, always carried a lantern with a lighted candle in it—a survival of pre-electricity days.

Engineer, gunnery and torpedo officers were allowed "writers" to assist them in maintaining their records, and these duties were usually carried out by stokers or seamen who had received some training for these duties and received an extra allowance of 3d. per day.

Buglers were generally boys. If Marines were carried they were boy drummers and known as "Sticky Red" or "Sticky Blue" according to their Corps. If no Marines were carried, a seaman boy would carry out the duties.

In the tropics it was found that the average white stoker could not stand up to the heat of trimming coal from the bunkers into the stokeholds for long periods and native ratings were recruited on these stations for these duties. If they were Negroes which they generally were, they were known as "kroomen" and generally were messed on the upper deck.

## Pay

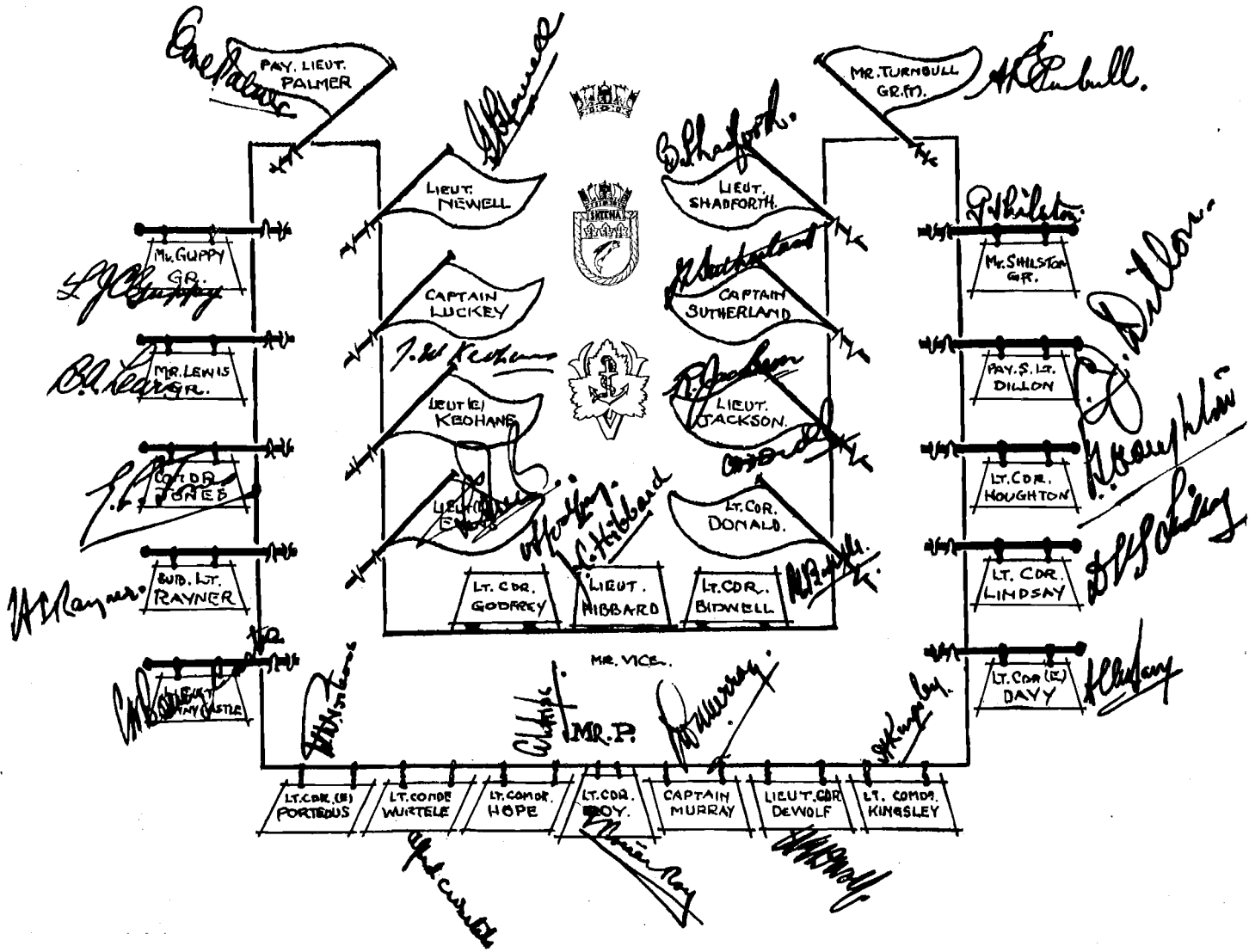


IT IS NOT intended to deal exhaustively with pay, as the rate payable can be found in books of reference of the times, such as the "Appendix to the Navy List". However, as few rates will be noted for comparison by present day personnel. All pay was at a daily rate and paid monthly.

Boys received 6d a day (approx. 7¢ today)

Ordinary Seamen 1/3d (18¢)





Destroyers from Halifax and Esquimalt met in the Caribbean 26 years ago to exercise with each other and units of the Royal Navy. On this occasion, officers of the two West Coast destroyers, the Skeena and Vancouver, were hosts to the East Coast ships, the Saguenay and Champlain. The seating plan for the dinner, autographed by all but one of those present, has been preserved through the years by Rear-Admiral F. L. Houghton, RCN (Ret.), then a lieutenant-commander and commanding officer of the Vancouver. Many of those present attained high rank in later years, two of them becoming Chief of the Naval Staff. At the upper right is the signature of Cdr. A. R. Turnbull, RCN(Ret.) author of the accompanying article (O-1286-1)

Able Seamen 1/8d (24¢)  
 Leading Seamen 2/1d (30¢).  
 In addition, payment was made for any non-substantive rating held and was usually 3d a day for a third class rating; 6d or 9d for a second class and 1/- or 1/6d for a first class.  
 Good conduct badges were worth 1d a day each, but strangely, the Good Conduct medal awarded after 15 years "undiscovered crime", attracted no pay, but a gratuity of £20 (about 55 dollars) at the time of the award, and 3d a day on one's pension.  
 Actual payment took the form of a monthly "advance" and a quarterly "settlement". The monthly advance was of 30 days pay and, at the quarters' end, payment for the odd days in the quarter was made. This was said to simplify bookkeeping in the Pay Office.

At the pipe "Hands to muster for payment", all hands except those on watch mustered by "hundreds" according to ship's book number. The paymaster would be seated at a table accompanied by a "witnessing officer", a PO writer with the ledger, and one of the ship's police. At the order "First (or second, etc.) hundred, quick march", the column would advance to the table in single file; the PO writer would call out the names in the order on the ship's book and each man would reply with his number as a means of identification.  
 Petty officers and above would salute and the other ratings removed their caps and hold them out, crown up, to the paymaster. The PO writer would then call the amount due and the paymaster would place the money on the

crown of the cap, or in the case of POs and above in their hands. The ship's corporal would check the identification of the personnel, who were all known personally to him, and on completion of payment the witnessing officer would sign the pay roll to certify that the money had been actually paid. As in a bank, it was of little use to come back later and say that the cash received was not the amount read out, as it was generally counted out as it was placed on one's cap, and one was expected to check it as it was received.  
 People on watch, of course, attended "missmusters" at the pay office later.  
 Marriage allowance was 10/6 (\$1.75) a week, and I believe there was a children's allowance of about 2/6d or 3/- (40 or 50 cents) a week.

## Extra Income



**B**ECAUSE of the comparatively poor pay, married men were forced to find some source of extra income in their spare time in order to maintain their families at any decent standard and this took the form of "firsts" generally.

"Dhobeying" firms did laundry work for their messmates or any other customers, such as officers. These were generally stokers who were in a position to obtain supplies of hot water and drying facilities. Ironing of the washed clothes was impossible so an improvised method was used, known as the "bat and roller". This consisted of folding the article carefully, then wrapping it round a rolling pin or similar piece of wood, which was then placed on the mess table and rolled up and down by means of a "bat" placed on top of it, with as heavy a pressure as possible. The bat was usually a blade of a cutter's broken oar and the roller part of the loom of the oar.

"Jewing" firms did tailoring, the purchaser obtaining the necessary serge and jean from "slops" and the jewing firm would make a suit to measure for £1. 0. 0., also supplying cotton, buttons, etc. In order to be a success at this, it was necessary that one be allowed the use of a space such as a transmitting station, a store, or a "flat" in which one could lay out the material on the deck for cutting out, and stow a hand-operated sewing machine and one's work and materials.

"Snobbing" firms repaired shoes and again required stowage space for their equipment, though they generally worked on the upper deck.

Barbers did the usual hair cutting and beard trimming. The tariff was 3d (6¢) for a hair cut and 1d for a shave. Some barbers carried a stock of "cut throat" razors which their customers could use themselves. For some reason, Marines appeared to specialize in barbering.

The making of thrum mats was also a source of income to some sailors. They were usually made of old serge suits cut up to form the main background of the design. Red diamonds and other regular figures were worked in, the red thrums coming from old Marine tunics.

Members of the boatswain's party, being in a position to obtain supplies of spunyarn, would augment their income each month by making up leaf

tobacco into "periques" or "pricks". As explained elsewhere, a monthly issue of tobacco in either "leaf" or "manufactured" form was made on a repayment basis. The leaf tobacco was supplied in "hands" as it came from the curers. Before it could be used the central stalks had to be removed and the outer part of the leaves tightly compressed together to form a sort of block from which thin slices could be cut and rubbed in the hand to form the necessary shreds for loading the pipe. The preliminary preparation would be carried out by the owner, who would remove the stalks, dampen the leaves



with either water or rum from his tot (which was reported to give the smoke a special flavour), then lash them up in a piece of hessian or canvas into a shape rather like a huge cigar, pointed at each end. This would then be passed to the "firm" who would put on a serving of spunyarn, by a sort of "Spanish windlass" method, which was hove on very tautly by applying the full weight of his body to the spunyarn as he served the perique, thus compressing the tobacco into a solid mass. The perique would be left for a few days to mature and when required for use would be cut in half. Thin slices would be cut from the exposed ends as required.

"Manufactured" tobacco, known as "ticklers", came in two grades, pipe and cigarette. The pipe tobacco was already shredded ready for use, but was not at all popular among the pipe smokers.

Cigarette tobacco was also shredded, but more finely cut than the pipe tobacco, and was hand-rolled into cigarettes. "Firms" were occasionally to be found who would make cigarettes up by the hundred, by machine, the usual product from a half-pound tin being, if I remember correctly, of the order of 450 cigarettes.

Though strictly illegal, the running of crown and anchor boards provided the gamblers with extra income. This was always a risky business, conducted in some secluded corner, but liable to raids from the ship's police, with the resultant loss of all monies being played and a disciplinary charge in addition. In order to overcome this as far as possible, the established crown and anchor men paid lookouts to provide warning of the approach of the police. Other gamblers would make "books" on boat races, or about anything, such as cockroach races.

A further illegal business, which was not very rife, I am pleased to report, was run by the money lenders. They had a standard rate of interest which was scandalously usurious. "A quid for twenty-five" was their standard, which meant 20/- was borrowed and 25/- repaid next pay day, irrespective of the period of the loan. Thus the term of loan could never be longer than a month and generally much less, so that their rates worked out at something over 300 per cent per annum—a really "get rich quick" method.

An official method of obtaining extra income was to work as officers' servants in small ships which did not carry Marines, or as "steerage hammockmen". Officers' servants carried out the same duties as the Marine servants in bigger ships, caring for clothes, cleaning cabins and making beds, cleaning shoes, fetching and emptying water for the officers' use and paying general personal attention to the officers' requirements.

Steerage hammockmen slung the hammocks at night and lashed up and stowed them next morning for the midshipmen, who normally slept in the "chest flat" where their chests were stowed. Occasionally they would also act as very "part time" servants to these young officers, who were not allowed servants. The midshipmen's chests became a synonym for untidiness or confusion; "Everything on top and nothing handy, like a midshipman's chest." These young gentlemen had not, as a rule, yet learned to organize themselves or their gear, being only 16 or 17 years of age.

*(A further instalment of these recollections will appear in an early issue)*



To accomplish these objectives, management courses are divided into three major phases: Human Relations, Organization, and Management Strategy. Within the framework of these phases study is by assigned text reading, case study, and by group discussion. Courses vary in content depending on the supervisory level represented by the group under instruction. Junior courses devote the larger part of their allotted time to the study of human relations, while senior courses, which are longer, delve more deeply into organizational structures and the stratagems useful to management.

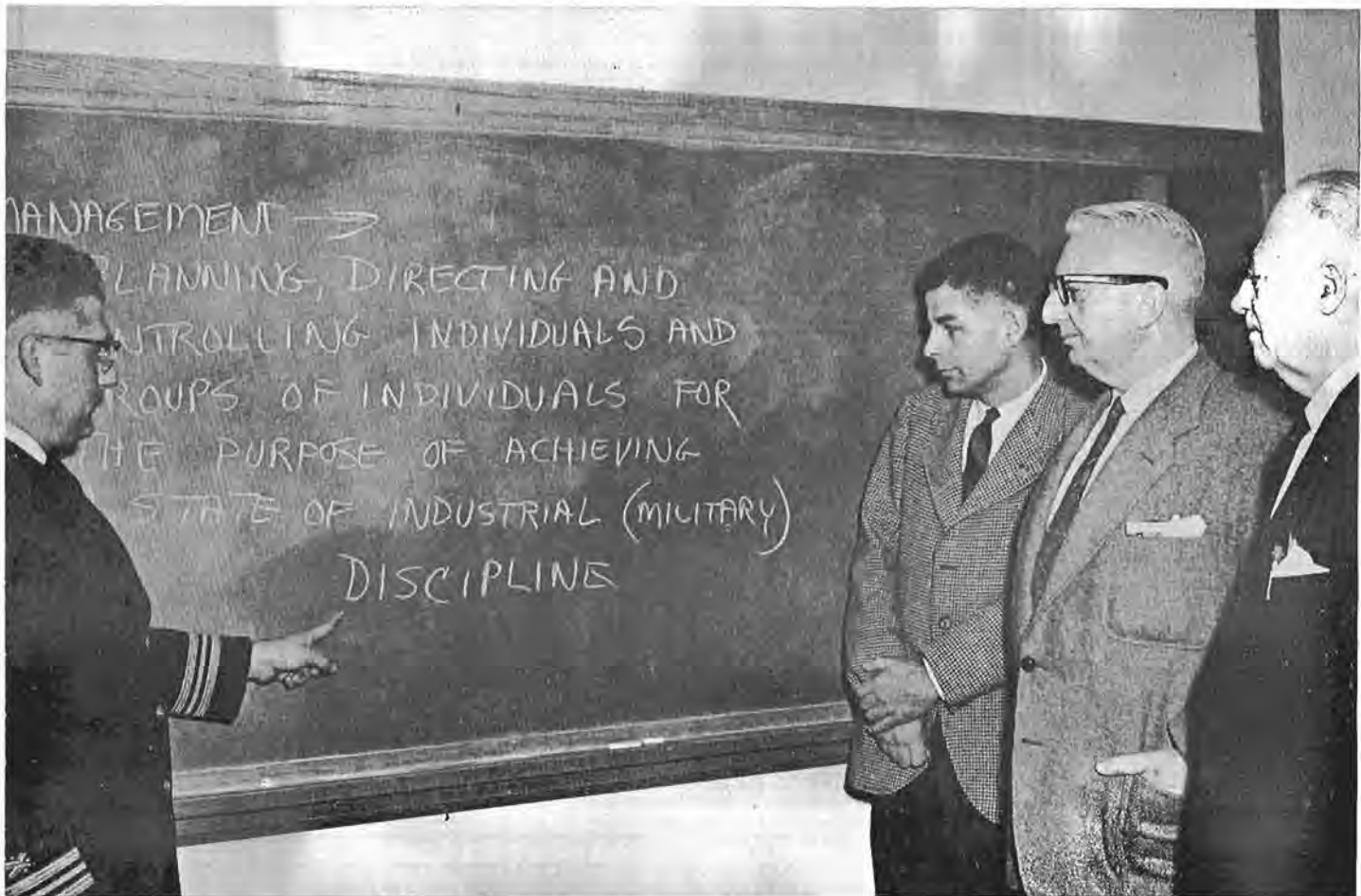
What is management? While authorities in the fields of industry and education differ in their definition of this term, within the scope of its field of study *Hochelaga* considers that "Management is the planning, direction and control of organizations composed of individuals and groups of individuals, for the purpose of achieving a state of industrial or military discipline." It is to acquaint course candidates with the more detailed implications of the elements of this definition that guest

MANAGEMENT TRAINING NOW OFFERED AT HMCS HOCHELAGA		
Courses	Participants	Duration
Officers' Management and Logistics Course	Senior Lts and Lt-Cdrs	5 weeks
Senior Civilian Supply Management Course	Senior Civilian Employees (DND Naval Service)	4 weeks
Junior Civilian Supply Management Course	Junior Civilian Employees (DND Naval Service)	3 weeks
Supply Officers' Technical Course (Management Phase)	Junior Supply Officers	60 hours
Service Management	Senior Lts and Lt-Cdrs RCN (R)	2 weeks
Supervision	Men Qualifying TG 3 and TG 4	40 hours
Supervision	RCN (R) Men	30 hours

lecturers, field trips to local industry and management films are employed in addition to assigned reading. However, by far the most important technique employed in instruction is the CASE STUDY METHOD.

A "case" is a concrete situation, perhaps a problem, that presents a number of facts which usually leave room for assumption. The cases studied in *Hochelaga* are drawn from text-books, from a collection of naval cases on phonograph records, and from the personal experiences of former students.

The case study method has been found to develop an appreciation of the relationship between theory and practice while increasing skill in perceiving problems in administration and organization and analyzing their components. In addition, it develops appreciation of group thinking, practical assessment of the value of group decisions, and gives scope for intellectual participation in the group's interaction. It assists in the development of a pattern of clear and objective thinking as a basis for making sound decisions.



Lt.-Cdr. C. T. Creekman, SC, USN, Staff Officer, Management Training, discusses the definition of "Management" with members of the 2nd Senior Civilian Supply Management Course. (ML-8083)

Personal abilities in the field of management can best be fostered through the consideration and discussion of actual cases, both military and civilian, for it is not an area in which the accumulation of facts is of value, and rules and principles of action can hardly be formulated. Dogmatic lectures are unlikely to produce better managers, and, in any case, experienced people will not accept "canned" ideas blindly.

Probably no other method of learning demands so much as case study. Each student meets situations in which he must grapple with new combinations of facts, supposition and opinions. No rules of thumb are presented, and there are no answers to memorize. There is no one determinate solution. Each participant will develop his own thinking, will be influenced in his analysis by the opinions of the others and, drawing on the management tools available, will finally deliver his solution.

The role of the instructor using this case method may be described in the words of Sir Francis Bacon, who, in speaking of his own accomplishments, said: "I do not attempt, either by triumphs of confutation, or pleadings of antiquity, or assumption of authority, or even by the veil of obscurity, to invest these inventions of mine with any majesty . . . I have not sought nor do I seek either to force or ensnare men's judgment, but I lead them to things themselves and the concordances of things, that they may see for themselves what they can despite, what they can add and contribute to the common stock."

The instructor simply selects various cases for students to analyze and in the ensuing discussion limits his participation to a summary of what has been said and, perhaps, the direction of pertinent questions to encourage further contributions. Although he may stimulate thinking, he refrains from rejecting a view with which he is not in accord. His objective is to assist the students to arrive at their own decisions through stimulation of individual and group thinking.

Pre-conceived ideas are re-evaluated in the battleground of the classroom and those that are inadequate are discarded. "I am wrong" remains a most different phrase to say, but management training is successful and rewarding when the individual participants can say, with conviction; "I am not always right."

Although intensive application is required, management training can be fun. In view of the complexities of modern living and working, few question the importance of such training.

# THE COOK, A MIGHTY MAN WAS HE

**T**HE OFFICER who has been appointed to commission a new ship or one just brought out of reserve may have good reason to regard himself as the most harried, worried person on the face of the globe.

He can find some consolation in considering what might have faced him had he been born 200 years earlier.

A couple of centuries ago when a ship was to be commissioned it really meant the commanding officer being handed his commission to place the ship herself in service. Such an officer, ashore, was, in a sense, no longer a sea officer even though he had had many years of service as a sea officer; he was simply commissioned to carry out a particular mission, and when the mission was completed he reverted, to all intents, to civilian status again.

The captain would be summoned to the Admiralty in Whitehall and be presented with a formal document which

in essence ordered him to proceed to a particular port, like Portsmouth, to bring a ship out of ordinary (that is, out of reserve), and to put that ship into a sea-going condition. This was a job of formidable proportions. It was the captain's duty personally to see that the vessel, practically a bare hulk in maintenance reserve, was brought forward. He personally saw to it that the ship was fitted with masts, spars and sails; completely outfitted with guns, ammunition, stores and victuals, and provided with a ship's company, whether they be volunteers or coerced by his own press-gang.

But before any of this could be legally carried out, the captain, on arrival at Portsmouth, would have a boat take him out to the anchored hulk, climb the accommodation ladder and—even though his only audience might be a couple of ship-keepers and a few dockyard mateys, and they probably quite indifferent to the proceedings—stand on the quarterdeck and in a great voice read out the terms of the commission that had been handed to him at Whitehall. With the ensign lashed to a jury-staff, the ship was now in commission.

Now, when it came to paying off the ship there was a little bit of ceremony that has long since disappeared and the chief performer in this rite was, of all people, the ship's cook who at that time had the status of Warrant Officer. *The Naval Chronicle* of 1815 puts it this way:

## THE SHIP'S COOK A GREAT OFFICER

*According to an established form in the navy, when a ship is paid off, no Officer must quit the port, or consider himself discharged, until the pennant is struck, which can be done only by the cook, as the last officer, at sunset; and should he be absent no other person can perform the office, however desirous the officers may be of taking their departure, and although there may not be a single seaman or marine on board. A curious instance of this took place on the Caledonia's being paid off. When the time arrived for hauling down the pennant, no cook could be found, from which cause the officers were under the necessity of waiting a day or two until he made his appearance.*

—E.C.R.

## Shark Torpedoed Sight Unseen

Stories were current during the Second World War about ships depth-charging whales which had wandered into their sonar beams. These tales were rather hard to pin down, possibly because of a certain lack of pride in the achievement.

Of the same ilk is the story of the sailor who torpedoed a shark. In this case, however, the name of the central figure (other than the shark) is known. He is John Bastock, *Crowsnest* subscriber and contributor, who lives in Kogarah, New South Wales, Australia.

In reply to certain questions about his naval career, Mr. Bastock wrote: "My only claims to fame in the RAN were that I was (a) the youngest ever in the service to qualify as a TGM, and (b) the only man on record to kill a shark with a torpedo!

"This shark incident happened in 1927, in Jervis Bay, N.S.W. I was No. 1 of HMAS *Sydney's* starboard submerged 21" torpedo tube. During exercises, on receiving the order to fire, I pulled the firing lever and, as the torpedo left the tube, it went smack through a large shark which was cruising close to the lip of the tube.

"Having been batted down in the torpedo flat, I did not, of course, know anything about this until some little time later several eyewitnesses congratulated me on such good marksmanship. To top it all, an account of the incident appeared next morning in the Sydney press."

# HOW'S YOUR 'DROMOMETRY'?

THE WORD "dromometry" no longer appears in the dictionary and "meteor" has taken on a different meaning but, otherwise, there is no startling difference between the knowledge required of a good naval officer three hundred years ago and his opposite number today.

Lt. Jens Gotthardt, RCN(R) (Ret), who is now at the University of Wisconsin, in Madison, Wis., was writing a term paper on the history of navigation recently when he came across a brief paper entitled: "What a Compleat Treatise of Navigation should contain. Drawn up in the Year of 1685 by Sir William Petty, late Fellow of the Royal Society."

In those days there was very little to distinguish a warship from a merchant ship and navigation, as Sir William saw it, included the arts of gunnery and stowing cargo.

"Dromometry", to which he refers, is an old word meaning "measurement of speed" and "meteors" simply meant atmospheric phenomena rather than fiery visitors from outer space.

There were a lot of things Sir William thought a navigator should know which are still being investigated today, i.e., the height of the atmosphere and the depth of the sea. And, apart from distillation, there is still much to be learned about "The Art of Making Sea-Water fresh and potable, and fit for all uses in Food and Physick at Sea."

Here are Sir William's suggestions on what should appear in a "Compleat Treatise of Navigation":

1. What Arithmetick in whole Numbers and Fractions, also in Decimals and Logarithms, is necessary for the same? And what Books are best for teaching so much thereof?

2. What Vulgar Practical Mechanical Geometry performable by the Scale of the Compass is sufficient?

3. What Trigonometry, Right lined, and Spherical will suffice?

4. How many Stars are to be known?

5. What Instruments are best for the use at Sea, with Construction of them, and the manner of using them?

6. The whole Skill of the Magnet, as to the directive Vertues thereof, and all the Accidents which may befall it.

7. The Hydrography of the Globe of the Earth, the Perspective of the Coasts,

and the Description of the under-water-bottom of the Sea.

8. The knowledge of the Winds and Meteors, so far as the same is attainable.

9. The History and Skill of all sorts of Fishing.

10. The Art of Medicine and Chyrurgery [surgery], peculiar to the Sea.

11. The Common Laws of the Admiralty, and Jurisdiction of the Sea.

12. The several Victuallings and Cloathings, fit for Sea-men.

13. The whole Science of Ebbing and Flowing, as also of Currents and Eddyes at Sea.

14. Dromometry, and the Measures of a Ships Motions at Sea.

15. The Building of Ships of all sorts, with the several Rigging and Sails for each Species, and the Use of all Parts and Motions of a Ship.

16. Naval Oeconomy according to several Voyages and Countries.

17. The Art of Conting, Rowing and Sailing of all the several sorts of Vessels.

18. The Gunnery, Fire-works and other Armatures peculiar to Sea and Sea-Fights.

19. The Art of Loading and Unloading the Chief Commodities, to the best advantage.

20. The Art of Weighing sunken Ships and Goods, as also of diving for sunken Goods in deep Water.

21. The general Philosophy of the Motion and Figures of the Air, the Sea, and the Seasons; the Timber, Iron, Hemp, Tar, Brimstone, Tallow, & C. and of their several Uses in Naval Affairs.

22. An Account of Five or Six of the best Navies of Europe, with that of the Arcenals, Magazines, Docks, Yards, &c.

23. An Account of all the Shipping able to cross the Seas belonging to each Kingdom and State of Europe.

24. An account of all the chief Commercial Parts of the World; with mention of what Commodities are originally carried from them, and ultimately to any of them.

25. An Account of the Chief Sea-Fights, and all other Naval Expeditions and Exploits relating to War, Trade or Discovery, which hath happened in this last Century.

26. Of the most advantageous use of Telescopes for several purposes at Sea.

27. Of the several Depths of the Sea, and Heights of the Atmosphere.

28. The Art of making Sea-Water fresh and potable, and fit for all uses in Food and Physick at Sea.

(Contained in *Philosophical Transactions of the Royal Society, London, March 1693.*)

## *A Few Notes on Sir William Petty*

An example of a seventeenth century English nobleman and businessman with a wide interest in scientific subjects. The son of a clothier, who himself "also did dye his owne cloathes". He studied anatomy at the University of Paris, made a model of a double-bottomed ship, and was famous among writers on economic subjects as well as being a most untiring and ingenious general experimenter.

He was an important person in connection with the informal gatherings of scientists which preceded the foundation in 1660-1662 of the Royal Society, of which he became a charter member. To him was assigned the task of reporting to the Society on matters relating to shipping, clothing and dyeing. He was apparently involved in a shipwreck and it must have been a special kind of vessel, because Bishop Sprat (the great historian of the Royal Society) suggested that another ship be constructed and tested at public expense.

(Reference: Martha Ornstein: *The role of scientific societies in the seventeenth century.* Chicago, 1928. University of Chicago Press.)

# AFLOAT AND ASHORE

## PACIFIC COMMAND

### *School of Music and Naden Band*

Carols and choir rehearsals took over in December culminating in the family carol service which is held in *Naden* each year at Christmas time.

This was followed on Tuesday, December 22, by the customary visits to the Queen Alexandra Solarium for crippled children, the Veterans' Hospital and the aged women's home, "Rose Manor". In each place the band and choir performed a program of carols and Christmas music, which was received enthusiastically by a most appreciative audience.

### *Naval Technical School*

With a little luck, the Naval Technical School may become the beneficiary of a historical research project to identify a sailing vessel, the wreckage of which has been located in 12 fathoms of water in Sydney Inlet, off the northern tip of Vancouver Island.

Commodore H. V. W. Groos shows great interest in this project with Lt.-Cdr. M. Connor and his shipwright staff of the Naval Technical School. Recovered so far is a 67-foot mahogany lower mast, a section of teak hull planking with evidence of copper sheathing on it, a capstan, a windlass, an anchor, a viewing port and hawsepipe with what appears to be two or three links of cable seized inside.

The mast is in one piece and where such a tree grew is a mystery. The selection of materials points towards oriental construction. Perhaps the vessel was built in Hong Kong, Rangoon or Bombay.

Work is in progress on the mast to convert it into a flagpole for the Naval Technical School parade ground, although it is early yet to estimate the soundness of the timber.



The *Kootenay* presented a friendship cake to the USN submarine *Grenadier* with which the Canadian destroyer escort was exercising off Bermuda at the time. Left to right are CPO L. S. James, chief cook; Cdr. R. J. Bickford, the commanding officer; Lt.-Cdr. E. V. Margetts, supply officer, and Ldg. Sea. M. F. Cassibo, the cook, all from the *Kootenay*.

The winch bears a maker's name on the casting, "Tysack and Dobson", a clue that is being followed up by correspondence with a firm of similar name in the United Kingdom.

Under the direction of Mr. Weir the apprentices have started a dance band. Clarinets, saxophone and a kit of dance drums have been purchased second-hand with the backing of the Apprentice Fund. Once it gets going it is hoped that it will make a valuable contribution to the apprentice dances. Four have already been held this year at *Naden*, with great success.

A choir and glee club has also been formed and the help and encouragement received from Cdr. K. E. Lewis has been most appreciated. When the glee club and dance band are ready, it is the intention to hold an amateur hour early in the year.

Nothing great was ever achieved without enthusiasm, Emerson once wrote, and all those who cherish the music of the pipes will be interested to know that the apprentice pipe band

is "just around the corner" with two pipers from *Cape Breton* days—Ldg. Sea. F. L. Simpson and Ldg. Sea. D. E. Sawatsky — and six others who are slowly but surely getting the knack. Anyone around *Naden* interested in pursuing the art is invited to see the pipe band officer, Lt. C. J. J. McLaughlan. If sufficient interest is forthcoming, it is hoped to hold a competition for solo piping in 1960. Meanwhile the bugle section has come on apace and the parade strength now numbers 23.

## ATLANTIC COMMAND

### *HMCS Kootenay*

The *Kootenay* participated in anti-submarine exercises with USS *Grenadier* in November south of Bermuda. Although she had been in commission for eight months, the *Kootenay* was not able to take part in anti-submarine exercises sooner because she had the honour of being senior ship of the close escort to the Royal Yacht *Britannia* for

the opening of the Seaway and subsequent voyage to the Lakehead, and later was part of the NATO fleet at the Canadian National Exhibition in Toronto.

During her exercises with the *Grenadier*, an exchange of personnel was made for one day, the submarines becoming sailors and vice versa. As a token of friendship, the *Kootenay's* cooking staff baked a cake which was transferred to the submarine at sea.

The eight submariners, guests of the *Kootenay*, were given the freedom of the ship. A parting comment from a sonarman was: "I'd sure hate to have those things aimed at us," as he pointed to the mortars.

The exercise took place between a visit to Fort Lauderdale, Florida, and Bermuda, where the Admiral's annual inspection was made by the Fifth Escort Squadron Commander, Captain F. B. Caldwell.

With ceremonial divisions in whites on the jetty, the *Kootenays* felt at home after a full summer of ceremonial events and three weeks in whites during the Royal tour of the Great Lakes.

#### HMCS *Cornwallis*

Is everybody happy? In *Cornwallis*, if this question were asked of the new entry wrens in *Conestoga* block, the answer would invariably be a unanimous and hearty "Yes"! In the hundreds of letters home, many thousands of words have been used to describe

those eight arduous weeks of new entry training, but "dull" or "monotonous" have certainly never been among them. *Conestoga XV*, the last class of 1959, learned the truth of the old adage "Woman's work is never done".

*Conestoga XV* was the largest new entry class since wrens became a part of the regular force. But in spite of its size, it has been a strongly knit group, fiercely proud of its achievements.

Individual wrens excelled in a great number of *Cornwallis* activities. For example, in the interdivisional monthly rifle shoot, Ord. Wren Gillian Mascall, of Ottawa, and Surrey, England, won the trophy for the highest individual score.

Another memorable event was the "first in a long time" participation of the wrens in a swimming meet. Wren teams competed against each other at the interdivisional swimming championship held in December. The winners, Ord. Wrens Sharon Bruce, Doreen Fleming, Lynn McCoombe and Betty Hughes, were the recipients of individual awards presented by the commanding officer. Four of the wrens gave a skillful and well-appreciated demonstration of synchronized swimming.

One of the highlights of the eight weeks of new entry training was the day the wrens spent at sea. On December 3 the minesweepers *Fundy*,

*Chignecto* and *Resolute* sailed out of Digby harbour with ten wrens aboard each ship. The picturesque passage through Digby Gut lured just a few to the rail for a closer look at the water. Only one cap succumbed to the pull of gravity.

This one day at sea was worth many lectures. Nautical terminology, parts of ship and, indeed, all phases of seamanship emerged from chalk marks on a blackboard to reality.

Ardent bowling enthusiasts, the wrens have more than once left red-faced male opponents to curse the folly of underestimation. Three of *Cornwallis* Curling Club's rinks are composed of ship's company wrens.

Ship's company wrens adopted a family of seven for Christmas. With the assistance of the new entry wrens, they provided the family with bountiful food hampers and individual presents.

The wrens gave freely of their own time to wrap and individually tag more than a thousand gifts for the children's Christmas party. On the day of the party, new entry Wren Patricia Kerr acted as Santa's chauffeur.

On Christmas eve, new entry wrens joined their male contemporaries for an old-time carolling tour, and, although there was no snow on the ground, the spirit of the festive season pervaded the whole scene.



The largest class of new entry wrens at *Cornwallis* since the wrens became a part of the regular force, *Conestoga XV* was also the last to commence training in 1959. A highlight of their eight weeks of new entry training was a day at sea in the minesweepers *Fundy*, *Chignecto* and *Resolute*. Left to right they are (front row): Ord. Wrens Gloria Saunders, Alice Campbell, Marjorie Rushmer, Joanne Field, June Campbell, PO Wrens Rosalee Auger (class petty officer), Lt.-Cdr. (W) W. Grace Lyons (class officer), Ord. Wrens Joan Smith Barbara Davies, Salley Clegg, Evelyn McCoombe, Doreen Fleming and Dallas Bradshaw; (centre row) Wren Williamina Cotterall and Ord. Wrens Arlene Disley, Ruth Anderson, Blanche Reynolds, Catherine Smith, Sharon Smith, Helen Le Breton, Marylou Kieville, Donna Buck, Betty Hughes, Carola Allen, Barbara Jones, Betty Ottie, Jane McKenna, Irene Rajotte and M. Barbara Bonner; (third row) Ord. Wrens Claramae Dodds, Carolyn Thompson, Geraldine Brown, Diane Skippen, Barbara Johnson, Mary Thompson, Rosemarie Leu, Mary Bishop, Robin Barker, Gillian Mascall, Patricia Kerr, Sharon Bruce, Evelyn Storey and Elizabeth Nicholson. (DB-13284).



# SWASHBUCKLER OR HERO?

*John Paul Jones was a Bit of Both, Admiral Morison Finds*

**I**N HIS BIOGRAPHY of John Paul Jones, Rear-Admiral Samuel Eliot Morison, USN(R) (Ret.), has stripped the myth from the United States navy's great hero and presented him for what he was—a lusty red-blooded, fighting officer with an ego a mile wide, a sneer for his enemies at sea and a leer for the pretty girls ashore.

Admiral Morison, who won a Pulitzer Prize for his book, "Admiral of the Ocean Sea," has taken John Paul Jones down from the pedestal and placed him where he belongs in the arena of great sailormen. The book may do much to shatter the tidy legends of American school children.

Incomparable ship handler and sea-fighter, John Paul Jones was not what could be called a pleasant man. Ruthless and rude with his subordinates, he

## RCN APPRENTICES PRODUCE ANNUAL

For the first time, the apprentices of the Naval Technical School at *Naden* have produced an "annual" covering their year's activities—the first such publication since the apprentice training scheme was launched in 1952.

"Naval Technical Apprentice Annual—1959" is a lively review not only of recent happenings but also of past events in this, until recently, somewhat isolated world of the machine shop.

That the apprentice's world is not composed entirely of files, micrometers and lathes is made evident through the many pages devoted to sports. Although, to assure participation by everyone, the apprentices have steered clear of hand-picked teams, they have acquitted themselves well in sports and athletics.

It is interesting to learn that the apprentices, keeping up a tradition born on board the *Cape Breton*, when she was apprentice training ship in Halifax, have a pipe band under training.

The volume is rounded out by a wide selection of pictures of the apprentices at work and at play, plus some better-than-average cartoons.

"Team spirit is as important today as it ever was, and I am glad to see evidence of it in this publication," says Commodore H. V. W. Groos, commanding officer of *Naden*. "Keep up the good work and may this be the forerunner of many such annuals."

Readers will echo his wish.

## BOOKS for the SAILOR

seldom gave his officers and men a tittle of credit for the victories in which they shared. Rather, in his reports, he usually made the clear impression that he, John Paul Jones, fought and won almost single-handed. He had the vanity of a peacock and his shoreside morals were certainly not of the highest order. But with that, he had the courage of a lion and matchless ability to lead his men to victory after victory.

Admiral Morison describes Jones' sea battles with a vividness that delights the reader who takes his action vicariously as well as the student of ship to ship tactics. A few well worn John Paul Jones cliches are shown for the

nonsense they deserved to be. For example, when the *Bonhomme Richard* fought her famous action with HMS *Serapis*, Jones' gallant reply to the Britisher's question "Has your ship struck?" was, as very schoolboy knows, "I have not yet begun to fight." But Morison gently points out the epic retort came at an early juncture of the engagement and not, as fable would have us believe, at the worn and battered end when ship and man were well-nigh spent.

Admiral Morison contends that John Paul Jones would have been as great a fleet tactician and naval strategist as Lord Nelson, had he had the fleets to command. It should be a fascinating topic for debate in the long night watches.—C.T.

JOHN PAUL JONES, A sailor's biography by Samuel Eliot Morison; published by Little Brown & Company (Canada) Ltd.; 453 pages with index; illustrated; \$7.50.

## MINE WARFARE

**F**OR THREE AND A HALF years the minesweepers plodded up and down the buoyed channels leading to Halifax harbour. It was plain drudgery that began at the crack of dawn and did not end until late in the day when the channels had been thoroughly swept. The officers and men in the ships could not be blamed if they regarded their work as so much wasted effort.

Then, one day in June 1943, the mines were there, strewn in an arc across the harbour entrance by U-119. A small freighter strayed from the swept channel and was sunk without loss of life.

The enemy had brought mine warfare to Canadian waters for the first time.

A new book, "Most Dangerous Sea", provides considerable information on a type of warfare which is generally overlooked and underrated. Here Lt.-Cdr. Arnold S. Lott, USN, portrays the many facets of mine warfare and mine-planting for offensive and defensive purposes is made to appear as a cheap and usually easy method of waging war.

In comparison, clearance of minefields stands forth as a dangerous and demanding task in enemy waters (particularly as there is generally determined enemy interference in the

area) and almost an equally dangerous and monotonous task in waters controlled by friendly forces. Throughout the book there remains, minefield by minefield, an air of uncertainty as to whether the sweeping operations will prove effective against the complicated firing mechanisms and delay devices embodied in the mines. Reference to sinkings by mine long after the tide of battle has passed endorses this uncertainty.

That mine warfare remains a threat in what we like to consider an age of sophisticated weapons is readily apparent in the section dealing with the Korean conflict. Despite overwhelming superiority in all other phases of maritime operations the United Nations forces were often delayed or even rerouted from their appointed tasks by enemy mines planted from primitive junks. As the book notes: "When you can't go where you want to, when you want to, you haven't got command of the sea."

Publicity for the book claims the author mentions 1,216 ships, 431 men, four women and a dog, which might indicate it was written with a view to a ready market. Of interest to Canadians is passing mention in the section dealing

with Korea of HMCS *Sioux* on page 283 and on the next page reference to HMCS *Nootka*. Concerning the *Nootka*, the author states:

"Near Chinnampo in September, the Canadian destroyer *Nootka* captured and sank a large junk commanded by North Korean Navy officers which had definitely been laying mines and so qualified as the only enemy ship taken by the several hundred UN ships which prowled Korea's coasts during the longest siege, blockade, and minesweeping operation ever staged by any navy anywhere."

## MORE FUEL FOR FIRE

"**TRIUMPH IN THE WEST**", the second and final volume of Arthur Bryant's presentation of the war diaries of Field Marshal Viscount Alanbrooke, has added its share of fuel to the fire of controversy over the generalship of the Second World War. Indeed, the reaction has been spirited and stormy.

However, in this short review, it is not intended to dwell on the pros and cons of the trans-Atlantic arguments. A few notes about the book and the

As a review of mine warfare operations "Most Dangerous Sea" adequately fills a gap in the general picture and study of maritime operations. However, the professional mariner will probably feel that the book does not provide the comprehensive detail or attain the high standard previously set by such publications as "U.S. Destroyer Operations in World War II", "U.S. Submarine Operations in World War II", and similar volumes—E.G.G.

**MOST DANGEROUS SEA**, by Lt.-Cdr. Arnold S. Lott, USN, published by U.S. Naval Institute, Annapolis, Maryland, 322 pages, illustrated; \$6.00.

man may be of interest to the would-be reader.

The narrative is composed of diary notations by Great Britain's war-time Chief of the Imperial General Staff along with entwining text by Arthur Bryant. The diary extracts are, in a sense, the focal point, and the reader should remember that they are the personal thoughts of a man subject to stresses and strains far beyond the normal vicissitudes of war-time life. Only in his diary could Viscount Alanbrooke express his pent-up feelings about the things, people and events about him. Thought austere and cold by many of those associated with him, Alanbrooke is revealed in his diary as a sensitive man moved by the tides of war and often close to tears from its tragedies.

Whether one is in the Brooke camp or in opposition, it can be generally agreed he was Britain's outstanding general of the last war. Great as Montgomery or Alexander were, the reader obtains a very real sense that Field Marshal Viscount Alanbrooke strode a few paces above and beyond.

Churchill, whom Alanbrooke served with a devotion that may be obscure to those who can't easily read between

the lines, is brought clearly and often delightfully into perspective as all man, very human and a vexing genius.

The Prime Minister and his Chairman of the Chiefs of Staff were often in hot disagreement over the conduct of the war and "Triumph in the West" records Brooke's irritations and frustrations over the behaviour of his leader. But, curiously, it was for the good of Britain and her Allies that there was flint and tinder between them, for together they generated much of the spark that fired Britons to victory.

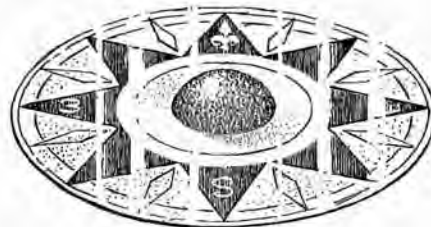
There are some glorious sketches of Winston Churchill and one that should cheer the hearts of all military men was the Prime Minister's magnificent gesture when he finally beheld the empty and broken Siegfried Line!

In his diary extracts, Alanbrooke is critical of others and often in disagreement with his allies and associates. This is best explained by Arthur Bryant in his Prelude . . . "Strategic decision, if more than one man is to make it, can only be reached through argument and controversy. The diary of a CIGS in daily conference with others about the conduct of a war must, by its nature, be a record of disagreement . . . To complain that Brooke in his diary is forever criticizing the views of others and expressing disapproval . . . is to complain of his doing what he was appointed to do."—C.T.

**TRIUMPH IN THE WEST**, by Arthur Bryant; published by Collins, Don Mills, Ont.; 576 pages with index; \$6.00.

### FIRST 'CROWSNEST' SOUGHT

Jean-Louis Audet, of 312 Seventh Avenue, Sorel, Quebec, has written to say that he lacks only Volume 1, Number 1 (November 1948) to complete his collection of *The Crownsnest*. This issue is no longer available from the Queen's Printer or Naval Headquarters and Mr. Audet would appreciate hearing from anyone who can supply him with it.



### RETIRED OFFICER PENS TOP BEST-SELLER

One of the most successful books of the Christmas publishing season in Canada has come from the typewriter of a retired RCN(R) officer.

"Flame of Power", a study of the lives of 11 Canadian tycoons past and present is the work of Lt. Peter C. Newman, RCN(R) (Ret.), an assistant editor of *Maclean's Magazine*, stationed in the parliamentary press gallery in Ottawa. The book was published by Longmans, Green and Company, of Toronto, sold out in two weeks and went into its second printing with the prospect that a third printing would be required. It was the December selection of the Readers' Club of Canada. Translation into several languages is planned.

Lt. Newman joined the reserve as member of the University of Toronto division of the UNTD and was in the active reserve, attached to *York*, until he was confirmed in the rank of Lt. (SB). He served in the *Portage* and *Iroquois* and at *Stadacona*.

He has written magazine articles on naval subjects and has contributed to *The Crownsnest*.

# THE NAVY PLAYS

## Navy Outscores Japanese Team

The RCN's Pacific Command hockey team defeated the Japanese Nationals 9-1 in the opening game of the Japanese hockey tour of Canada. As it turned out, the RCN victory was the most effective beating the all-Japan team took during the B.C. part of their tour, although the Japanese played five games and were winless.

The game was played under International rules and the Navy squad took to the more gentlemanly game like ducks to water—they have never looked better.

AB John Morris led the scoring with a hat trick and Ldg. Sea. Neil Standley scored a pair. AB Wayne McLeod, AB Cliff Uhren, Ldg. Sea. Johnnie Bond and Ldg. Sea. Ed Chobater all scored singles.

The following week the Navy team took on Nanaimo Clippers and handed them a 10-3 beating in what turned out to be a rough and tumble contest. As an experiment, the first period was played under Olympic rules and the Navy ran up a 4-0 lead. They changed to Canadian rules for the last two periods and the game turned into a rowdy contest, but the bigger Nanaimo club couldn't stop the Navy scoring.

## Twenty Rinks in West Coast Spiel

The annual Pacific Command bonspiel took place over two days in early January and saw 20 rinks competing.

Wally Stubbs' rink captured the Six-Mile House Trophy for grand aggregate winners, as well as the Victoria Curling Club Trophy. Others in his rink were T. Prokopow, L. Propokow and W. Roberts.

Yarrow's Trophy went to J. Clint and his rink, H. Woznow, M. Kreaehling and G. Haack.

VMD Trophy went to D. Deason's rink. His mates were G. Dick, R. Calhan and K. Nelson.

## Officer's Wife Skips Top Rink

Winning skip in the annual Christmas bonspiel of the Hamilton branch of the Royal Canadian Navy Curling Association was the wife of the skip whose rink took last place.



No doubt about it, Chief Petty Officer Dick James and his family are about the fishingest people you'd find anywhere. The "Chief", his wife June, and son Ricky, among them captured four trophies in the 1959 season of the RCN Anglers' Association (Pacific Command). At the organization's annual meeting Ricky received the Murdock-Girard Trophy for the junior member taking the largest salmon—a 35-pound, 13-ounce beauty. Mrs. James was awarded the Gordon's Sporting Goods Trophy in the ladies division for her 29-pound, four-ounce salmon; and the Dowell's Cartage Trophy for the largest coho—a 15-pounder. Completing the family picture, Dick won the Bapco Paint Trophy for bringing in the greatest number of salmon over 10 pounds. He chalked up 16 such fish. The awards were presented by Lee (The Old Fisherman) Hallberg, seen next to Ricky. (E-53558)

She was Mrs. H. C. Tilbury, whose rink won out over nine others with a total of 18 points in 18 ends. Her husband, Lt.-Cdr. Tilbury, landed at the bottom with eight points.

Other results in the bonspiel, which was held at the Hamilton Victoria Club, were:

Cdr. F. L. Ross, second with 17 points; Cdr. G. J. Manson, third, 16 points; Cdr. C. L. Mofford, fourth, 15 points; Lt. J. M. Reid, fifth, 14 points; Commodore E. W. Finch-Noyes, sixth, 14 points; Lt. J. C. Persson, seventh, 14 points; Lt. L. M. Langstaff, eighth, 13 points, and Lt. (MN) A. B. Harvey, ninth, 11 points.

## Bowling Title To Shearwater

Shearwater "B" captured the Atlantic Command five-pin bowling championship at Shearwater in late Decem-

ber, scoring 15 out of 20 points in the round robin schedule. *Bonaventure* and 5th Escort Squadron "A" team tied for second place with 12-8 records.

Thirteen teams toiled through nine rounds in sections one and two in the two-day tilt.

Couvrette of *Bonaventure* was a double winner in the individual list. He had the high triple of 859 and topped the averages with 242. High single went to Dean of *Cornwallis* "A" with 369.

## Service Soccer Team Avenged

Tri-Service Soccer League All Stars got revenge in December at *Stadacona* when they edged the Halifax and District All Stars 5-4.

The victory gave the tri-service unit the All Star Trophy, first competed for in 1957 when H&D captured it with

an 8-1 win. It was uncontested last season.

Sixth Submarine Squadron performers played leading roles in the win. D. Davies, Rimmer and Blakely, all of Subs, hit once. Collier, of *Shearwater*, and Allan of *Stad*, were the other marksmen for the winners.

Hank Wilhems, of Olands, E. Davies and Mitchell, both of Morses Tea, were the scorers for Halifax and District.

The tri-service squad banged into a 3-0 lead in the first half and never let it go. They made it 4-0 early in the second half before H&D made the score sheet.

The H&D All Stars did threaten to deadlock the count when they fought back from a 5-2 deficit to pull up to within one goal of their opponents but failed.

### **Stad Winner of Lopsided Game**

*Stadacona* Sailors outskated Beaverbank RCAF for a lopsided 16-1 win in a hockey game at the Dartmouth Memorial Rink in early December.

Only in the first period did Beaverbank hold *Stad*. The Sailors were in front 2-1 after one period, scored six times in the second chapter and added another eight in the final.

### **Hoopsters Win League Game**

The Pacific Command junior basketballers started 1960 with a win and a loss. The win was the league fixture against the Victoria Independents in which the final score was 54-41.

AB Martin Tomicjek was high scorer for the game and he did most of the scoring in the first half before the opposition could tie him up. Tomicjek is one of the top five high scorers in the Victoria City league.

Teammate AB Bruce Baxter was another scoring leader in early season play but his absence because of sea time has cut his scoring total somewhat.

The loss was in exhibition play against the senior Half Ways who beat the juniors 93-60.

### **Losing Streak In Soccer Broken**

The Navy's entry in the Lower Vancouver Island Senior Soccer league snapped its long losing streak with an 8-1 win over the Esquimalt entry in the league.

AB Dick Austin went on the rampage and kicked in five of the eight Navy goals.



A 39-pound, eight-ounce spring salmon landed by Commodore John Deane, Commodore Superintendent Pacific Coast, netted him the major award of the RCN Anglers' Association for 1959. Here, (right) he receives the Victoria Daily Colonist Trophy from Lee Hallberg at the annual meeting of the RCNAA. Commodore Deane also won a silver button with diamond inset, the overall championship award. (E-53559)

The following week the team lost 4-1 to Brodies and in the next encounter it played to a 4-4 tie against Saanich Thistles.

The team has lost AB Gerry Mulholland, PO Harry Cossy and AB Ron Cooper with the departure of the ships to South America. The latest asset to the team is CPO D. J. De Ste. Croix, who has been playing standout soccer in the centre half slot.

### **December Play Decides Titles**

Pacific Command champions for 1959-60 were decided in volleyball, hockey and basketball in the latter part of December.

Canflag-Suptpac won the Pacific Command volleyball championship over 22 other entries from the command. The all-officer entry beat out Pat Bay's VU 33 squadron team in the final after being down two games in the early stages.

The *Jonquieres* worked their way to the top of a 20-team draw in hockey and edged out the *St. Laurents* 6-5 in the final.

*Naden's* inter-part band team won the command basketball honours by winning a 32-30 thriller over the *St. Therese*.

### **Navy Hockey Team Out Front**

A capable Pacific Command hockey team has been entered in the West Coast Commercial League this season. Managing the team is Lt.-Cdr. Don Sabiston, and PO Norman Jones is

coach. Both are on staff of the Naval Technical School. The team early in the season was at the top of the league with a six-point lead over second place Pattersons.

## **THE BARNACLE**

**A**N INTERESTING little fellow with unpleasant ways—or vice versa—is the barnacle.

Tender-footed swimmers react with tears or uncouth language as they pick their way over barnacle-encrusted rocks on the sea-shore. Shipowners the world over pay out millions of dollars annually to try to dissuade barnacles from establishing permanent homesites on ship's bottoms.

And yet, content to settle down after a roving youth, all the barnacle asks is a peaceful resting place where it can sit and snatch at passing food particles with its toes. Even a few minutes observation of a barnacle in a rock pool by the sea will reveal its method of food-gathering.

As Thomas Huxley put it nearly a century ago: "A barnacle may be said to be a crustacean fixed by its head and kicking the food into its mouth with its legs."

This method of feeding, though both unsanitary and boorish, satisfied the barnacle and the species lived contentedly in its little limestone castles attached to rocks for millions of years. Then someone invented ships and the barnacle became a hitch-hiker and an unmitigated pest.

The baby barnacle is a swimmer, which after a few weeks of wandering looks for a smooth hard surface to form the foundation for its adult home. Ships' bottoms meet the specifications perfectly. Shipowners are faced with the problem of devising coatings that are distasteful or poisonous to the young barnacle.

Toward the end of the wooden ship era, it was found that copper sheathing would protect a wooden hull. The problem started all over again with the invention of iron ships. Copper and iron in near contact result in electrolysis which eats holes in the hull. It is only in recent years that satisfactory poisonous paints and plastic coatings have been developed.

Incidentally, the external appearance of the barnacle and the fact that it chose to settle down in one spot for life, like an oyster, led it to be classed as a mollusc. It wasn't until 1830 that close study of its structure and habits showed that its nearest relatives were lobsters and crabs and that it was, accordingly, a crustacean.

# OJT

*This article, specially prepared for men who have just completed new entry training, will interest other men and officers who wish to understand new developments in an old practice*

SOMEbody once said "Training means learning the rules; experience means learning the exceptions". Learning on the job gives every man the opportunity of quickly combining his training with experience. Getting experience quickly in even a small bit of his trade in his ship at sea builds confidence. The combination of these bits of trade knowledge ingrained through good on-the-job instruction and well-supervised on-the-job practice finally gives the man the complete know-how of his trade. Then, and only then, can he confidently pass his trade examination, know his job and know that he knows it well.

This On-the-Job Training approach for Trade Group One is not new. At every level, a man has always had to apply his knowledge to a piece of equipment or a certain piece of work to really learn his job and do it well.

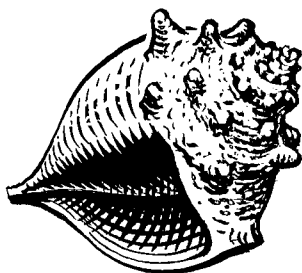
The OJT program is just a direct attempt to provide good instruction in the best way to do a job. Coupled with close supervision it ensures that a man practises the best way until it becomes a habit. If you are a new tradesman who has just come to a ship from new entry training at *Cornwallis*, with practically no knowledge of your trade, you will appreciate how much this OJT program will mean to you. You will learn bit by bit the best way to do your job. As each day passes, you will learn more about your job and test this learning on equipment or on a piece of work many times so that you will retain it. You will "produce" while you learn—that is, you will contribute more and more to the efficiency of your ship as a fighting unit and as part of the fleet. You will advance through the steps or jobs of your trade at your own rate of progress, proceeding from one to the next as you successfully master each in turn. Your supervisor (or instructor) will move you to a new job as soon as he is satisfied that you can handle the present one well.

This system permits you to progress as far and as fast as your own ability and ambition will allow.

Your trade manual will help explain your job and put you in the over-all picture. Your supervisor, too, will add his experience and knowledge to your

over-all understanding of the jobs of your trade. No one likes to admit he doesn't know. But the more questions you ask your supervisor about the job, the more understanding you will gain and the better you will perform.

The supervisor has had or will be getting a special course to help him train you on-the-job in the best possible way. His experience will give him the "know-how"; the on-the-job instructional course will show him the best way to get this "know-how" across to you and others he has to train. He will use the tell-show-practise method, generally known as the four-step plan, to train you bit by bit in the knowledge and practice of your trade. He will



have a progress sheet to keep track of the bits you do, so that when all these bits and pieces are checked off, he is sure you know your trade. Of course, the bits and pieces won't be checked off until your supervisor is sure you know each part of the work.

The progress sheet is known as a Record of Practical Factors and it is simply a detailed breakdown of the job specifications for your particular trade.

Naturally, you may have more than one supervisor as you move about from one job completed in your trade to the next. You will be closely supervised on the job but this should not worry you. It is only by watching you closely on the job that the supervisor can point out corrections to technique, explain difficulties and generally help you to learn the one best way of doing the job.

Other men and officers will be interested in your progress including the head of your department, the training officer and the commanding officer. Some or all of these people may want to see you perform some job or part of your trade in which you have been

trained. This personal demonstration will not bother you because you have been learning and practising right on the equipment itself and you will just be showing them how an experienced man does a well-learned job. They just want to be sure that you are making progress in your training and spot checks of your Record of Practical Factors and your work on the job are two of the checks they may make quickly.

Remember that on the job, and particularly is this so at sea, there are never any big "pockets" of training time. Your supervisor will catch a minute here, two minutes there and odd bits of time in which to give you help, tell you how to do a piece of work, watch you handle or practise on some equipment, etc. Listen and watch closely and with concentration and clear up the points you don't understand right away on the spot. In other words, be sure you learn and learn well as you go.

You might keep reminding yourself, too, that as you advance in your trade you will be supervising and training the newer men, coming behind you. Learning the job well now not only helps you, but helps you to help them later on.

No training program succeeds without the enthusiasm and co-operation of all. One of the best ways to become enthusiastic about your job is to become totally interested in it. Read your trade manual, ask questions about your trade, particularly of the senior experienced men, concentrate on the difficult operations and learn them well. Your confidence in your own ability will grow unbelievably and your interest and enthusiasm for your trade with it. And enthusiasm, like measles, spreads and helps those working with you and around you.

On-the-Job Training is made up of learning and doing, and bit by bit this adds to experience. And the man who gains his experience by working under good supervisors on the real equipment in his ship gets the best. Real application to the job will make you a first-class tradesman with the experience to pass the final test of all training—which is—can you do your job efficiently? —F.H.M.

# LOWER DECK PROMOTIONS

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

ANCTIL, Normand J. ....P2CS3  
 ARCHIBALD, Walter .....P2CV2  
 ARMSTRONG, Clifford F. ....LSOM2  
  
 BENDALL, Donald M. ....LSAP2  
 BURNS, Maurice V. ....LSCS2  
  
 CHASE, Lawrence N. ....LSCS2  
 CHURCHILL, Donald L. ....LSCS2  
  
 DOUCETTE, Raymond J. ....P1OM4  
 DUNCAN, Robert J. ....LSOM2  
  
 EAGLE, Ralph W. ....LSOM2  
  
 GARRETT, Howard R. ....P2CS3  
 GREEN, Joseph S. ....LSCS2  
 GRIMSHAW, Hugh R. ....LSAP2  
  
 HAMILTON, Chipman C. ....P2CV2  
 HANSEN, Michael E. ....LSAP2  
 HOLMES, Stephen C. ....LSAO2  
 HUDSON, Harry .....LSEG2  
 HURST Alexander T. ....LSAP2  
  
 LABOSSIERE, Armand G. ....LSCS2  
 LAMING, Carl D. ....P1OM4  
 LEHMANN, Joseph C. ....LSCV1  
 LOGAN, Richard .....P2CR2  
  
 MAKAROWSKI, William .....LSVS1  
 McFAYDEN, Ralph H. ....LSAP2  
 McKENZIE, George D. ....P2CR2

PEPPER, Richard G. ....LSOM2  
 PUTLAND, Ernest C. ....LSOM2  
  
 RAWORTH, Murray L. ....P2OM3  
 RHODES, George W. ....PIPW3  
 RIVA, Lindy E. ....LSOM2  
 ROUSSEAU, Georges H. ....LSAR2  
 ROWLEY, Alan .....PICV3  
  
 SAUNDERS, Earle L. ....LSAP2  
 SCHLOGL, John A. ....LSAP2  
 SEARLE, Allan F. ....P2CS3

SIDNEY, John L. ....LSCS2  
 SOUBLIERE, Robert G. ....LSAP2  
 STEPHENS, Kenneth E. ....LSAR1  
 STEVENS, Charles M. ....LSAO2  
  
 TAYLOR, George M. ....PICR3  
  
 UNISCHEWSKI, Anatoli ....LSAP2  
  
 WALKER, Donald A. ....LSAO2  
 WARD, George R. ....P2CS3  
 WOOD, Maurice W. ....LSAP2

## RETIREMENTS

CPO MAURICE EDWARD BIGGS, 42, C1ET4 of Victoria, B.C.; joined RCNVR November 2, 1937; transferred RCN October 3, 1938; served in *Naden, St. Laurent, HMS Victory, Assiniboine, Stadacona, Niagara, Saguenay, St. Croix, Cornwallis, Avalon, SS Lady Rodney, Givenchy, Niobe, HMS Osprey, Somers Isles, Peregrine, Haida, Ontario, Radio Station, Matsqui, Sioux, Bytown, Montcalm, D'Iberville, Comox*; awarded Long Service and Good Conduct Medal; retired December 14, 1959.

PO WILLIAM RANDALL BROWNE, 42, PIRG4, of Halifax, N.S.; joined RCNR November 30, 1939; transferred to RCN June 29, 1944; served in *Stadacona, Saguenay, Prince Henry, Skeena, Arrowhead, Reo II, Shelburne, Buctouche, Protector, Arnprior, Scotian, Niobe, RNAS Bramcote, RNAS Worthy Down (HMS Kestrel), Haida, Mag-*

*nificent, Shearwater*; awarded CD, December 18, 1951; retired December 5, 1959.

FREDERICK JOHN QUIN, 43, C1CK3, of Thamesford, Ont., joined September 13, 1957; served in *Stadacona, Saguenay, Fort William, Ottawa, Givenchy, Chatham, York, Shelburne, Scotian, Micmac, Magnificent, Shearwater, Cornwallis, Algonquin, Prevost*; awarded Long Service and Good Conduct Medal July 16, 1952; retired September 12, 1958.

CPO SAMUEL SHORT, 45, C1G14, of Toronto, Ont.; joined RCNVR April 12, 1933; transferred to RCN August 18, 1934; served in *Stadacona, Saguenay, Champlain, St. Laurent, St. Francis, Cornwallis, Sorel, HMS Arethusa, FD No. 1, Warrior, Niobe, Magnificent, Scotian, Iroquois*; awarded Mention in Despatches, Feb. 20, 1945, Long Service and Good Conduct Medal; retired December 4, 1959.

### LETTER TO EDITOR

Dear Sir:

Some time ago, I happened to be at a station of the RCAF and I asked my way of a gentleman in plain clothes, I being in uniform at the time. He was going my way and we fell to chatting as we walked along. He introduced himself with: "My name's Harrison and I'm a padre," to which I replied: "My name's Chaplin and I'm not."

This incident is brought to mind by the latest issue of *The Crowsnest* (Christmas 1959) where in the article on the commissioning of HMC Ships *Terra Nova* and *Columbia* there is a reference to the Chaplin of the Fleet and in the review of Admiral Lovette's book my name is spelled Chaplain.

Yours sincerely,

PHILIP CHAPLIN

Box 21,  
 Manotick, Ont.

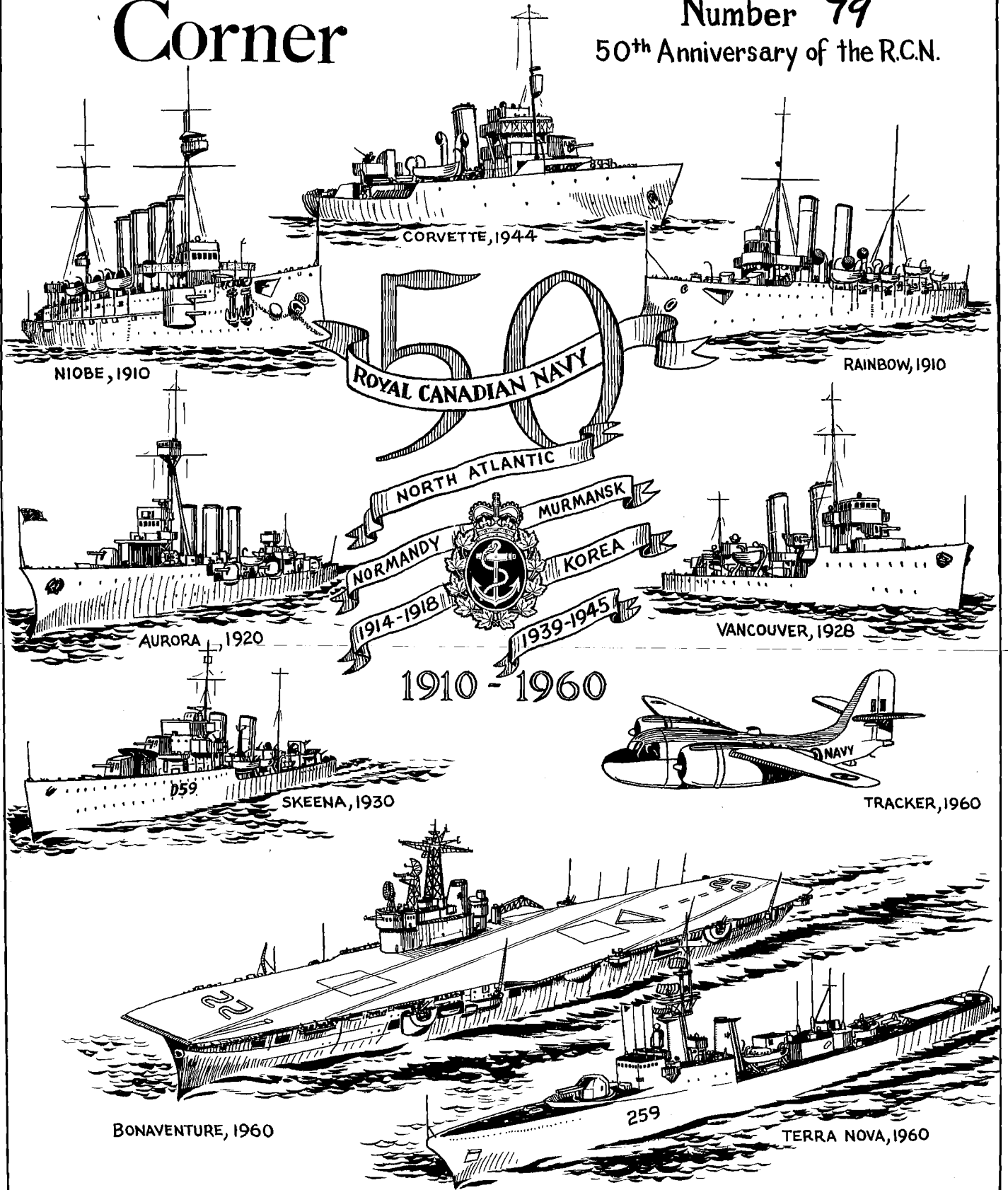
Page twenty-eight



Members of the Shearwater Driving School recently completed a successful season. Front row, left to right, Julie Bates, Janice McBurney, Dolores McNaught, Beverly Anderson, Mrs. D. Braderick and Judith Radcliffe. Rear row, left to right, Norm MacPhee, instructor; Martin Doyle, instructor; Mrs. Fairburn; Mrs. Hunter; Mrs. Ryan; James Hatcher, instructor; Commander J. P. T. Dawson; Lt. L. Pollock, treasurer; Mrs. Sheedy; Mrs. Long; Mrs. Helen Martin; Larry Andrews, instructor, and Frank Crichton, instructor. Absent when the photo was taken were Mrs. Whittaker, Mrs. Andrews, Mrs. Wilkinson, Stella Hines, Michael Welland, Kenneth Hines and Allan Bowan. (DNS-24845)

# Naval Lore Corner

Number 79  
50<sup>th</sup> Anniversary of the R.C.N.



NIobe, 1910

CORVETTE, 1944

RAINBOW, 1910

AURORA, 1920

VANCOUVER, 1928

1910 - 1960

059

SKEENA, 1930

NAVY

TRACKER, 1960

BONAVENTURE, 1960

259

TERRA NOVA, 1960

*The Queen's Printer*  
OTTAWA

*If undelivered return to:*

The Queen's Printer, Ottawa, Canada

*En cas de non-livraison, retourner à:*

L'Imprimeur de la Reine, Ottawa, Canada

