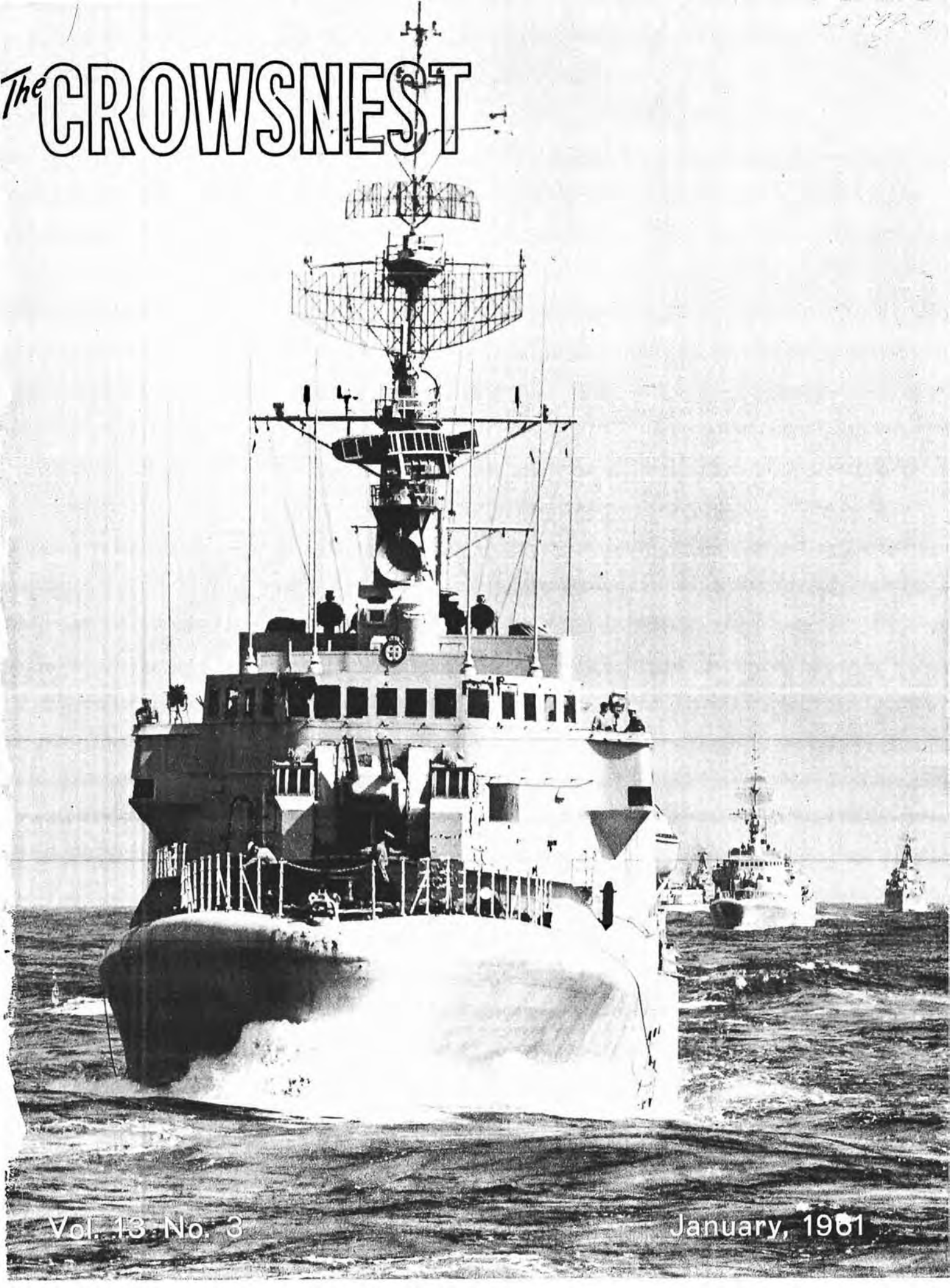


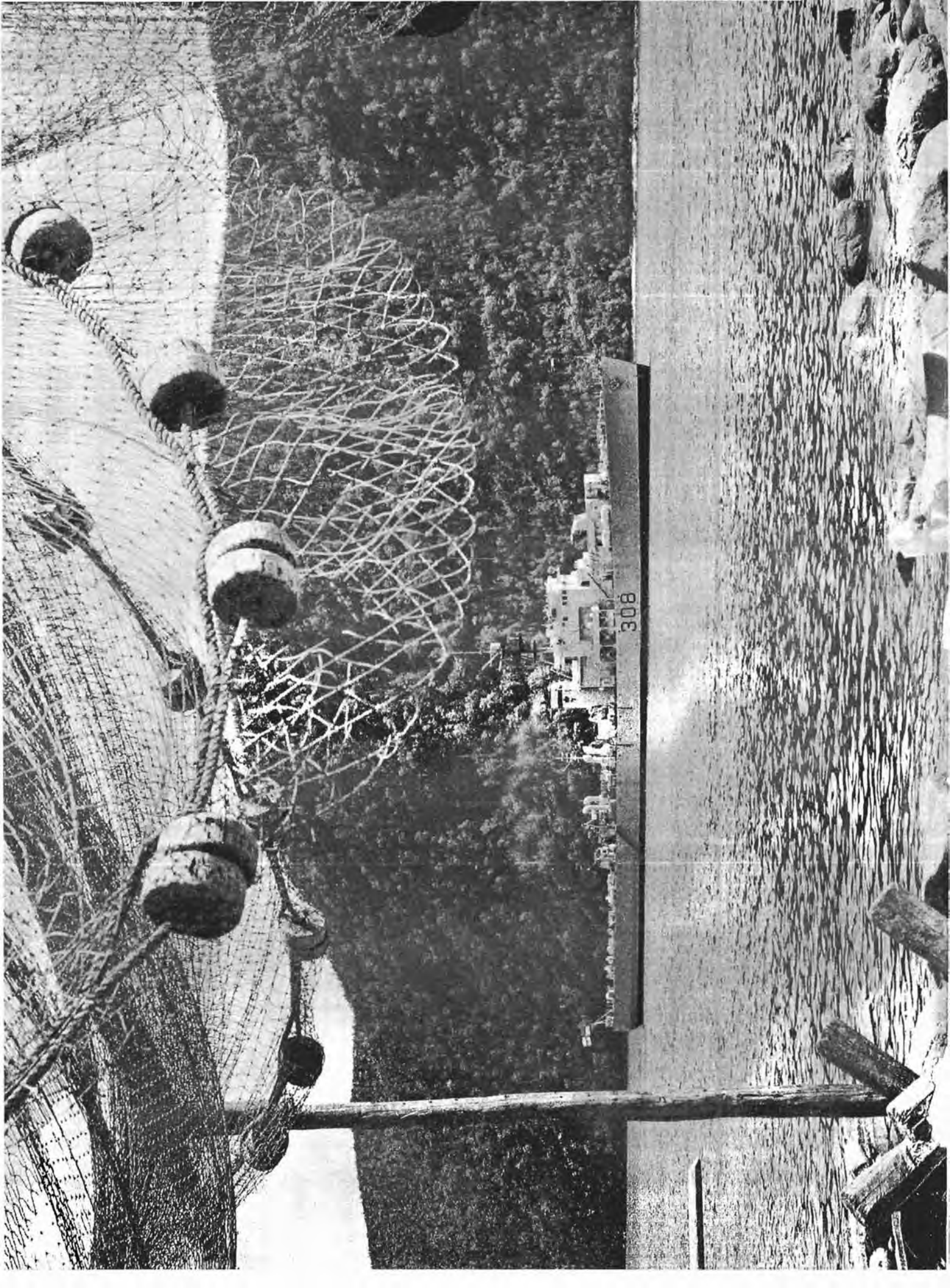
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The CROWSNEST



Vol. 13 - No. 3

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The CROWSNEST

Vol. 13 No. 3

THE ROYAL CANADIAN NAVY'S MAGAZINE

JANUARY 1961

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The Cover—Burying her bows into a long Atlantic swell so that she looks almost as ponderous as a battleship, the destroyer escort *Terra Nova* proceeds home to Halifax from Bermuda in company with other ships of the Atlantic Command. (CS-0524)

LADY OF THE MONTH

There are many spots of scenic loveliness along Canada's thousands of miles of coastline rarely seen by any but the local inhabitants. When quiet, isolated fjords are mentioned, the rugged British Columbia coast may come to mind, but the shores of Newfoundland and Labrador have similar seldom-seen delights.

Visual evidence of this can be seen on the opposite page. The ship is the frigate *Inch Arran* and the photograph was taken at Harbour Deep, Newfoundland, last August by Ldg. Sea. A. C. Estensen. Harbour Deep is on the east coast of the "panhandle" of Newfoundland to the south of Labrador.

The *Inch Arran*, one of the last of the modernized frigates to join the fleet, was commissioned at Sydney, Nova Scotia, on November 25, 1959. (NFD-5454)

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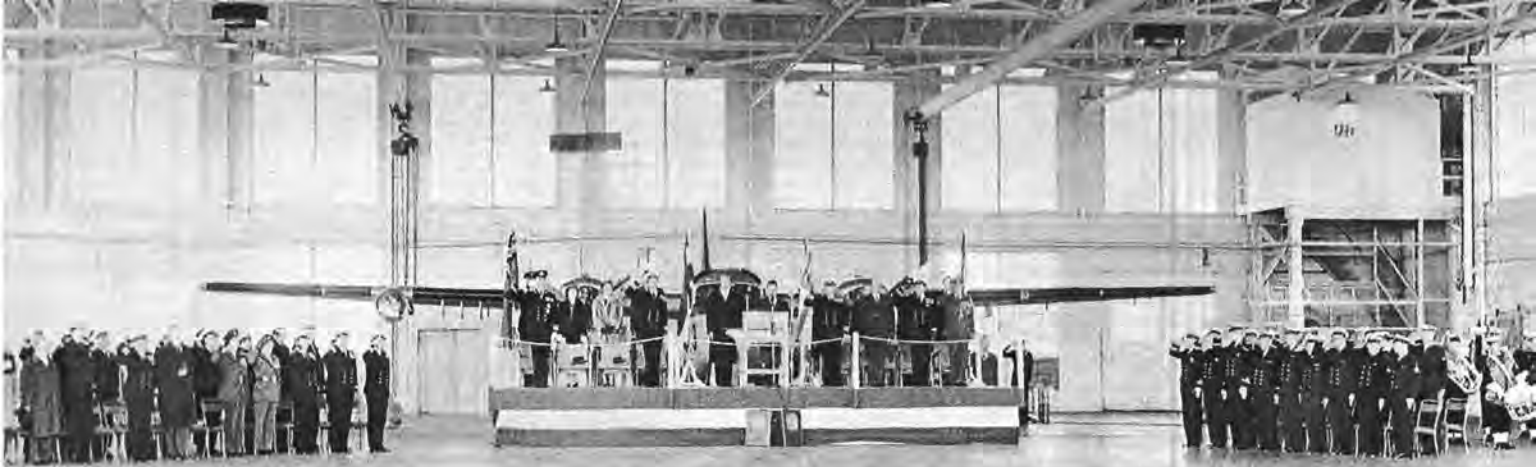
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RCN NEWS REVIEW

Overall view of the December 5 ceremony at which five of 17 CS2F-1 Tracker anti-submarine aircraft of the Royal Canadian Navy were transferred to the Royal Netherlands Navy at the RCN Air Station, Shearwater, under the NATO mutual aid program. (DNS-26642)

Looking Back at The Jubilee Year

HISTORICALLY, the year 1960 will be remembered as the year in which the Royal Canadian Navy celebrated its 50th anniversary and was rewarded with evidences of widespread interest and support from the people of Canada.

On the operational side, 1960 saw long years of experiments and trials bear fruit in the development of a practical variable depth sonar and its introduction into the fleet.

During 1960 the RCN looked back over its first 50 years, recalled events in its past on ceremonial occasions and held "open house" for the Canadian public. It was noted that the history of the first half-century had been far from a record of continuous progress, that on occasion the Royal Canadian Navy had come close to extinction and that only with the coming of the Second World War did it assume important stature in Canada's defence organization.

The year found the Royal Canadian Navy operating at its highest peace-time strength, with 62 warships in commission and at its ceiling strength of 20,000 in manpower, with half its personnel serving afloat.

Some of the events of the year were symbolic of the changing defence picture. The RCN's last two cruisers, the *Ontario* and *Quebec*, were towed away for scrap, no longer of value to a Navy which was girding itself to meet one of the most dangerous weapons the world has known, the modern submarine. The RCN was in process of acquiring from the United States a submarine for the

training of West Coast ships and aircraft. The trend toward increasing the mobility and endurance of the fleet was evidenced in the commencement of construction of a 22,000 ton tanker supply ship. Already at the service of the fleet were two large mobile repair ships. Manufacture was begun of variable depth sonar, a big step forward in the development of anti-submarine capabilities.

7 Ships Building

To augment the 62 ships in commission, seven more including the new tanker, are building. Six "repeat Restigouche" class destroyer escorts are under construction in Canadian shipyards, and all will incorporate variable depth sonar. One of the new ships was laid down in 1958, two others in 1959, and three in 1960.

The RCN on December 1 had a strength of 2,581 officers, 17,187 men, 165 Wrens, 413 officer cadets and 252 technical apprentices. To make the most of this manpower the Navy intensified application of its newly adopted system of on-the-job training, designed to maintain the seagoing strength of the service at its present high level of 49 per cent of the RCN total.

Management training continued at HMCS *Hochelaga*, Montreal, with courses offered to both junior and senior officers and men of the Navy and to civil servants.

In HMCS *D'Iberville*, Quebec City, French-speaking recruits were being taught English by the latest methods in 17 weeks while taking basic naval training at the same time.

Revision of the trade structures of the Navy continued and a new trade structure for the air trades was introduced to the fleet.

A new promotion system emphasizing merit and designed to equalize opportunity for all ranks was introduced.

An electronic tactical trainer was completed for the Navy and housed in the Joint Maritime Warfare School at Halifax. Its use promises to be of immeasurable value in the training of commanding officers and their staffs in tactical problems associated with ships, submarines and aircraft. The device can simulate circumstances at sea involving up to 16 ships, of which six may be submarines, and an aircraft carrier with up to 12 aircraft, along with a convoy of any size. The commanding officers and their staffs are thus able to engage in many complicated exercises that could be encountered at sea, while the instructor can introduce numerous variables.

Flight Simulator

Another type of trainer, this one a flight simulator, was installed at HMCS *Shearwater*, RCN Air Station, near Dartmouth, N.S. to assist in the training of pilots in Tracker anti-submarine aircraft.

During the year 24 men from the lower deck were promoted to commissioned rank and an additional 16 were promoted to officer cadet and appointed to one of the Canadian Services Colleges or a Canadian University for academic training.

The Suggestion Award Board of the Public Service of Canada made 18 cash

awards to naval personnel for suggestions, of which the largest was for \$1,500. Thirteen cash awards were made to civil service personnel. In addition three Navy and eight civil servants received merchandise prizes for their suggestions.

In keeping with the 50th anniversary, the RCN's Jubilee was noted by Parliament, and "Happy Birthday" wishes came from as far afield as Italy, France and Australia. Closer to home the United States Chief of Naval Operations, Admiral Arleigh Burke, sent best wishes, as did the Royal Navy.

Two thousand sailors and ex-sailors gathered at Cobourg, Ontario, in June, to observe the anniversary and for their annual re-union.

At most events throughout the year the theme was the Jubilee year, and this was represented in Navy Days and open houses on the coasts and at naval divisions, as well as in many displays and in the exhibits at the Pacific National Exhibition in Vancouver,

Canadian National Exhibition in Toronto, and the Quebec Provincial Exhibition in Quebec City.

As the Jubilee year drew to a close Trafalgar Day observance was combined with 50th anniversary celebrations at Naval Headquarters, naval establishments at the coasts and at naval divisions across Canada.

Sailpast at Halifax

The Jubilee year was opened in May in Halifax with a sailpast of 48 warships and a flypast of 50 naval aircraft. Ships were manned and cheered, saluting guns ashore fired a salute and Vice-Admiral H. G. DeWolf, then Chief of the Naval Staff, took the salute.

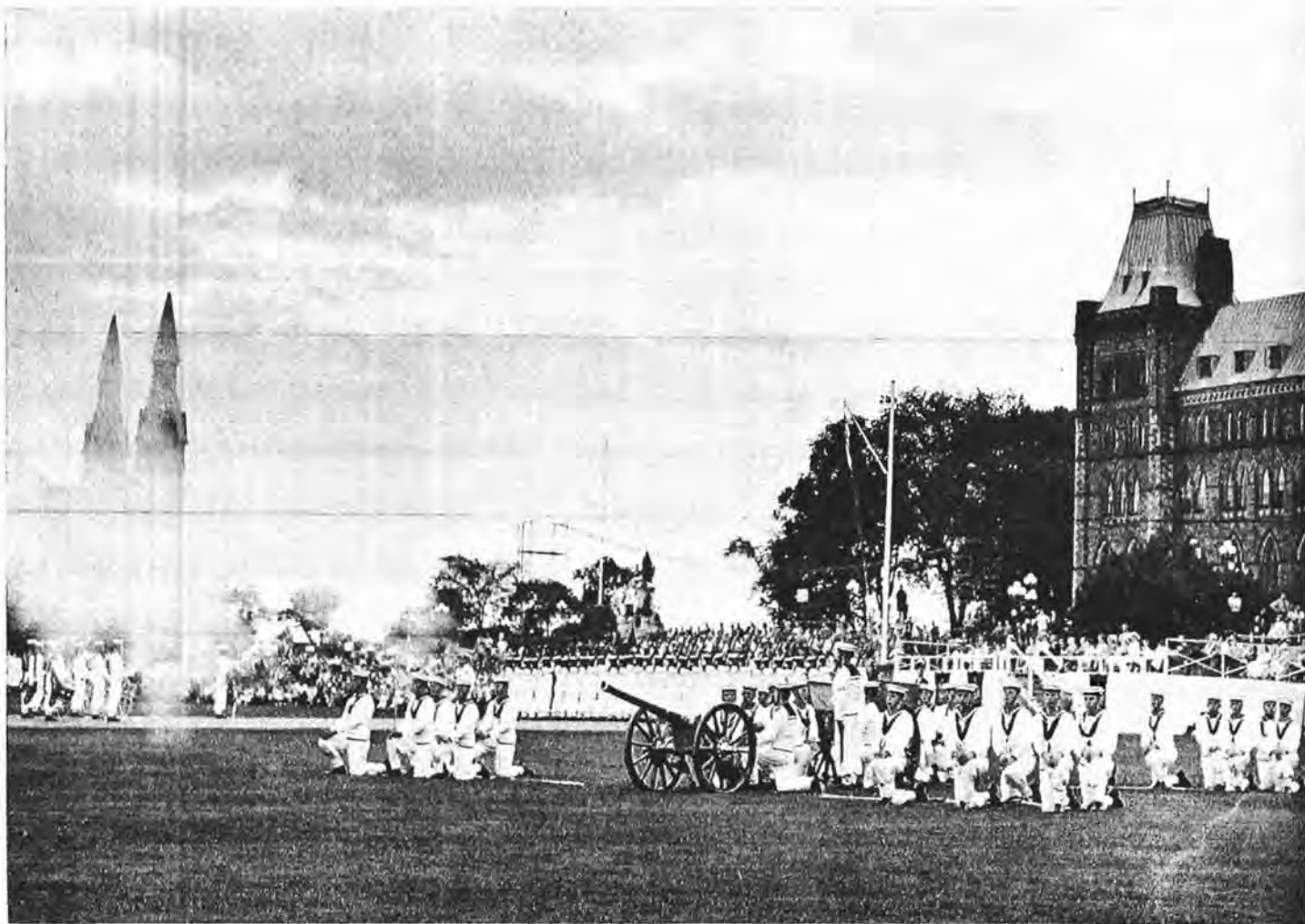
On the West Coast, on May 16, His Excellency, Governor General Georges Vanier travelled from Vancouver to Victoria in the destroyer escort *Fraser* and took the salute from the *Fraser* while 14 other RCN warships carried out a sailpast and manned and cheered ship.

Operationally the Navy ranged far and wide in its anniversary year, and assisted in the celebration of anniversaries and notable occasions in foreign lands.

In January, four frigates of the Fourth Escort Squadron embarked *Venture* cadets and carried out a 15-week training cruise to South America. Training for the cadets included navigation, pilotage, anti-submarine operations, gunnery and bridge and engine-room watch-keeping. At the same time everyone gained experience in fleet and tactical exercises.

Also at this time three destroyer escorts of the Second Escort Squadron left Esquimalt for a two-and-a-half month cruise to Japan. The ships were the *St. Laurent*, *Ottawa* and *Saguenay*.

The mobile repair ship HMCS *Cape Scott* completed its first year of commission in the Atlantic Command while her sister ship, the *Cape Breton*, began service on the West Coast in her new role of supporting the fleet at sea.



THE RCN IN 1960—Communities far inland joined in the celebration of the RCN's jubilee year as citizens turned out in thousands to watch the Cornwalis guard and band present the moving Sunset Ceremony in Ottawa, Toronto, Montreal and Quebec City. The scene here is the lawn of the Parliament Buildings in Ottawa. (0-13007)



THE RCN IN 1960—Governor-General Vanier presented the George Medal to two naval airmen at an investiture in Government House, Halifax, during His Excellency's Maritime tour last summer. Left to right are AB Jacques P. G. Bouchard, Madame Vanier, His Excellency and AB Angus K. MacLean. The sailors rescued the pilot of a crashed and burning aircraft at the RCN Air Station, Shearwater, on August 20, 1959. (HS-61676)



THE RCN IN 1960—PO Joseph Whitby looked a little ecstatic as he explained the workings of a sonobuoy to TV star Joyce Davidson. PO Whitby assisted with the anti-submarine display at the Armed Forces exhibit at the CNE last summer. (COND-5964)

Variable depth sonar, a significant break-through in anti-submarine warfare, was being manufactured for RCN ships. The system permits sonar to penetrate below the upper thermal and turbulent layers of the ocean in search of submarines. Development of VDS was primarily one by Defence Research Board scientists and RCN anti-submarine specialists in close co-operation with United Kingdom and United States scientists.

Ships in Great Lakes

Two frigates, the *Outremont* and the *Lanark*, moved into the Great Lakes for the Reserve summer training program, and two destroyer escorts the *Columbia* and the *Chaudiere*, carried out a training and operational cruise to the Lakes.

Four frigates of the Atlantic Command proceeded on cadet training cruises to Newfoundland and Greenland.

In August four destroyer escorts, the *Gatineau*, *Terra Nova*, *Kootenay* and *St. Croix*, represented Canada at the naval review and official ceremonies at Lisbon and Sagres, Portugal, in honour of the 500th anniversary of the death of Prince Henry the Navigator. En route the ships visited Portsmouth, England, for the presentation of a totem pole to the Royal Navy Gunnery School at Whale Island, in recognition of the service given by that institution in training RCN gunnery personnel over the years—a relationship that has now drawn to a close.

Seven frigates of the Fourth Escort Squadron sailed in mid-summer on a six-week officer cadet training cruise to Japan via Alaska.

The Royal Canadian Navy, it was announced, would get the submarine *USS Burrfish* on loan for five years. To be renamed *HMCS Grilse*, she will be ready early in the new year and will be manned by RCN personnel.

HMCS Columbia saved two flyers from the ocean in August. In September she sailed for Nigeria, where she represented the Canadian Armed Forces at the Nigerian Independence Day celebrations. She also visited Ghana and other African countries.

Throughout the year there was heavy emphasis on training and ships spent a tremendous amount of time at sea. Among the many exercises in which the ships and squadrons took part were *Wintex 60*, a large scale series of fleet exercises involving most ships of the Atlantic Command. Mostly in the Bermuda area, it included the use of the *Cape Scott* and RCN anti-submarine Tracker aircraft.



THE RCN IN 1960—Canadian sailors march through Lisbon, Portugal, during international commemoration of the 500th anniversary of the death of Prince Henry the Navigator. (CCC-5-340)

'Sweeper Exercise

Sweep Clear V involved Canadian and United States minesweepers, nine destroyer escorts, *Cape Scott* and six frigates. It was a minesweeping exercise in the Shelburne, Nova Scotia, area. Other operational exercises included Hukex, a hunter-killer exercise; Short-stop I, an anti-guided missile submarine exercise; Fallex 60, a series of NATO exercises in the eastern Atlantic and U.K. waters, and Pipe Down II, involving ships returning from Fallex. In the west, several exercises involved RCN ships and RCAF aircraft in Hawaiian waters and along the Pacific coast with United States warships. One giant exercise was Edpex 60 which involved the recall of all naval personnel and deployment of all ships in the Pacific Command.

The fleet ranged far afield. Visits were made to England, Scotland and Ireland; Lisbon and Bay Lagos, Portugal; Accra, Ghana; Nigeria; Ponta Delgada, Azores; Gronnedal, Greenland; Bermuda; Char-

leston, South Carolina; San Juan, Puerto Rico; Fort Lauderdale, Florida, and other ports on the eastern seaboard. In the West there were visits to ports in Washington State; San Francisco, San Diego, Stockton and Long Beach, California; Callao and Talara, Peru; Valparaiso, Chile; Balboa, Canal Zone; Galapagos Islands, Magdalena Bay, Mexico; Okinawa; Hong Kong; Kobe, and Yokohama, Japan; Adak, Alaska; Pearl Harbour, Hawaii, and ports on the coast of British Columbia. On the Great Lakes there were calls to Toronto, Hamilton, Cobourg, Detroit, Buffalo, Milwaukee, Duluth and Port Arthur, among other places, and calls to Montreal, Trois Rivieres and Quebec along the St. Lawrence, as well as to many ports in the Atlantic provinces.

Personnel made headlines, too. Commodore O. C. S. Robertson, Naval Member Canadian Joint Staff Washington, sailing in the nuclear submarine USS *Seadragon* as technical adviser to the United States Navy, became the first

Canadian: to traverse the most direct route through the Arctic's Northwest passage; to witness a ball game at the North Pole, and to see the ice over the pole from below.

Lt. E. Y. Porter went to Chile in late May with medical aid from Canada and assisted in setting up medical centres in the earthquake stricken area. The Fourth Escort Squadron, having visited Chile earlier in the year, sent along a cheque for \$750 raised by the ship's companies of the squadron.

Medals for Bravery

Able Seamen Pierre Bouchard and August Kenneth MacLean were presented with the George Medal for their bravery in rescuing a pilot from a burning aircraft. His Excellency the Governor General made the investiture.

Vice-Admiral Harry George DeWolf, Chief of the Naval Staff, retired on August 1, and in a farewell message to the fleet expressed pride in the accom-

plishments of the Royal Canadian Navy in which he had served for 42 years.

The new Chief of the Naval Staff, Vice-Admiral Herbert Sharples Rayner, formerly Flag Officer Pacific Coast, took over his duties.

An officer who had become almost a legend, Rear-Admiral Hugh Francis Pullen, Flag Officer Atlantic Coast, retired. He and Admiral DeWolf were among the last remaining few to have served in the old Royal Naval College of Canada, open from 1911 to 1922.

In Ottawa, Rear-Admiral Patrick David Budge, who began his naval career as a boy seaman, was appointed Chief of Naval Personnel. At Esquimalt, Rear-Admiral E. W. Finch-Noyes became Flag Officer Pacific Coast and at Halifax Rear-Admiral Kenneth Lloyd Dyer was appointed Flag Officer Atlantic Coast.

The Navy continued to be active in community service. HMCS *Cornwallis*, for example, donated \$1,700 to the World Refugee Year and generous support was

forthcoming from other ships and establishments; community charities benefited from fund campaigns among naval personnel.

More adoptions by ships and personnel under the Foster Parents Plan and Save the Children Fund were made and sponsorship of previous adoptions continued. One little boy in France was visited by two seamen from his sponsoring ship and a Korean boy received money and presents from the wrens of *Naden*, who had "adopted" him.

Blood donors from ships and establishments helped to keep Red Cross blood banks up to safe levels. Paraplegics on the West Coast were given continued use of the pool at HMCS *Naden* and were assisted by naval swimmers.

Forest Fires Fought

Nearly 2,000 sailors assisted in fighting serious forest fires in the Atlantic provinces. Operating as a number of self-contained units, they were sup-

ported by naval helicopters and motor transport.

Naval divers assisted in recovering the bodies of six victims of drowning.

The Royal Canadian Navy (Reserve) came under new command with the appointment on August 22 of Commodore Paul D. Taylor as Commanding Officer Naval Divisions, with headquarters HMCS *Patriot*, in Hamilton. Under his supervision are 21 naval divisions in cities from coast to coast, where officers and men are trained in modern naval skills.

HMCS *Nonsuch*, Edmonton naval division, won the Naval Divisions Efficiency Trophy and also was selected as the division showing most improvement. HMCS *Malahat*, Victoria naval division, was runner-up, followed by HMCS *Scotian*, Halifax division. The University of British Columbia's Naval Training Division was selected as the top UNTD for 1960. HMCS *Malahat's* air squadron, VC-922, for the second year in a row, won the safe flying award.



THE RCN IN 1960—This picture may be taken as a punning comment on the kind of life led by minesweepers or simply as a memento of the NATO exercises held off Shelburne, Nova Scotia, last fall. Nestled on either side of the mobile repair ship Cape Scott are the coastal minesweepers Chalour (164), Fundy (159), Chignecto (160) and Quinte (149). (CS-0553)

More than 2,500 naval reservists from cities across the nation underwent annual training in naval ships and establishments during 1960.

Exchanging civilian clothes for periods of from two weeks to six weeks during the year were 570 officers, 469 cadets of the University Naval Training Divisions, 1,301 men and 183 wrens. During the training season, 115 senior UNTD cadets were promoted to commissioned rank, having obtained the necessary university and naval qualifications.

Training areas included the Atlantic Coast, Pacific Coast and Great Lakes. The Great Lakes Training Centre in Hamilton supervised the training of more than 600 men, most of them new entries, ashore and afloat. Sea training for personnel at GLTC was carried out on the Great Lakes in the *Lanark* and *Outremont*.

New entries received more training last year than in previous years through the introduction of a six-week training scheme in place of the former two-week training period.

Ships and establishments in RCN coastal commands trained a large part of the balance of the reservists. Nearly 75 reservists took training at HMCS *Hochelaga*, the naval supply school near Montreal.

A/S Training Unit

Another active training program was carried out by the Mobile Anti-Submarine Training Unit operating out of Hamilton to inland divisions across Canada. This unit, housed in two trailers, gave anti-submarine training to more than 500 reservists far from the sea. In addition, more than 3,500 naval personnel and civilians received indoctrination and familiarization demonstrations in the unit. Counting visits to the Canadian National Exhibition at Toronto and the Western Fair at London, the unit amassed a grand total of nearly 23,000 personnel trained and visitors. To achieve this, it travelled more than 7,500 miles and spent 200 days of the year away from home base.

The Commanding Officer Naval Divisions exercised operational control over four warships on the Great Lakes during a part of the year. Two were the Atlantic coast frigates which served under COND for two and one-half months each. The others were the destroyer escorts *Columbia* and *Chaudiere*, which visited the Great Lakes in late spring to carry out a series of cruises with university personnel, high school principals, guidance counsellors and selected students from Central Ontario.

Although the Reserve in its present form dates only from 1946, its traditions are one with those of the regular force and naval divisions joined wholeheartedly in the observance of the RCN's Jubilee.

The 50th anniversary celebrations are over. They were of value in drawing to the attention of the whole of Canada the Navy's function and high state of readiness and in instilling within the ranks of the RCN itself a renewed sense of pride and purpose.



Netherlands and Canadian naval pilots shake hands during the December 5 ceremony in which five of 17 CS2F-1 Tracker anti-submarine aircraft were turned over to Holland at Shearwater, under the NATO mutual aid program. Left to right are Lt. Frans Kopp, RNethN; Lt. Henk Couprie, RNethN; Lt. Robert Rogers, RCN, and Lt. Donald Perrault, RCN. (DNS-26643)



Netherlands Ambassador to Canada, A. H. J. Lovink signs for five of 17 CS2F-1 Tracker aircraft being transferred from the RCN to the Royal Netherlands Navy under NATO mutual aid terms. Canadian Fisheries Minister J. Angus MacLean is in the centre and Captain T. C. Pullen, commanding officer of the RCN Air Station, Shearwater, is on the right. The ceremony at Shearwater took place December 5. (DNS-26641)

Trackers Given To Netherlands

Five CS2F-1 Tracker aircraft were turned over to the Royal Netherlands Navy by the Royal Canadian Navy at a ceremony at the RCN Air Station, *Shearwater*, on December 5. They were the first of 17 Trackers to go to the Netherlands under NATO Mutual Aids.

His Excellency A. H. L. Lovink, Ambassador of the Netherlands to Canada, formally accepted the aircraft from Hon. A. Angus MacLean, Minister of Fisheries, representing the Government of Canada.

Also present for the ceremony were Vice-Admiral L. Brouwer, Chief of Staff of the Royal Netherlands Navy; Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, other senior officers and civilian dignitaries.

A 19-gun salute was fired and a guard and band were paraded in honour of the ambassador.

Netherlands naval air crews trained at *Shearwater* for several months in the operation and maintenance of the aircraft. Two days after the ceremony,

the planes were flown to their new base at Curacao in the Netherlands West Indies.

Mr. MacLean, a Second World War bomber pilot, who bailed out of his damaged bomber over Dutch soil and made his way to Gibraltar via the "underground railway", said:

"The world situation is most difficult and uneasy, but if it had not been for NATO the situation today would have been much worse."

Ambassador Lovink thanked the RCN for the warm reception he had received and praised NATO for making possible assistance, such as the transfer of the aircraft, to the smaller countries.

Admiral Dyer said the ceremony was one which "illustrates once again the close ties and the strong spirit of goodwill and co-operation which exists between our two countries, and it demonstrates a mutual dedication to a common cause."

He recalled that the two navies had worked closely together during the Second World War and that this friendship had continued through the Korean war and the NATO exercises of recent years.

Admiral Dyer described the Trackers as "among the finest carrier-borne anti-submarine aircraft in use today."

The transfer ceremony at *Shearwater* occurred about five weeks after another ceremony—this one at the de Havilland Aircraft of Canada, Limited, at Downsview, Ontario, near Toronto, on October 28. The ceremony on this occasion marked the completion of the CS2F production contract, in the course of which de Havilland constructed 100 Trackers for the RCN. Of this number 43 were CS2F-1s and 57 were CS2F-2s.

The last Tracker of the series, "NAVY 1600", was accepted by Lt. I. R. Ferguson and Sub-Lt. A. J. Holmes from the company. Captain T. C. Pullen, commanding officer of *Shearwater*, was guest of honour at a reception after the ceremony.

"NAVY 1600" was flown to *Shearwater* by Cdr. W. H. Fearon, Air Operations Officer, *Shearwater*, and Lt.-Cdr. B. W. Mead, commanding officer of Experimental Squadron 10.

Wartime Deputy Minister Dead

Deputy Minister of National Defence for Naval Services during the Second World War, W. Gordon Mills died December 17 in a Toronto hospital at the age of 74.

During the First World War Mr. Mills served with the aviation branch of the



W GORDON MILLS, CMG

Imperial Munitions Board and, on the outbreak of the Second World War, he was recalled for similar duties with what later became a part of the Inspection Board of the United Kingdom and Canada.

He was appointed Assistant Deputy Minister of National Defence for Naval Services in February 1941. Eight months later he was made Deputy Minister.

Mr. Mills' services during the war years were recognized in the King's Birthday Honours List of 1943 when he was made a Companion of the Order of St. Michael and St. George.

A prominent businessman, Mr. Mills was interested in both art and music. He was associated with the direction of the Toronto Art Gallery, the Toronto Conservatory of Music and the Margaret Eaton School. He was organist of the First Church of Christ Scientist in Toronto for many years.

Frigates to Call At Ten Ports

Three frigates of the Fourth Canadian Escort Squadron en route to Australia and New Zealand will visit ten ports during their three-and-a-half month training cruise.

The *Sussexvale*, *Beacon Hill* and *New Glasgow*, with 40 Venture cadets embarked, were to sail on January 9. They were to call at Pearl Harbour, January 17-19; Suva, Fiji Islands, January 29-31; Waitangi, Bay of Islands, New Zealand, February 5-7; Auckland, N.Z., February 8-10; Port Taranki, N.Z., (*Beacon Hill* only) February 12-15;

Lyttleton, N.Z., (*Sussexvale* only) February 13-16; Dunedin, N.Z., (*New Glasgow* only) February 14-17; Wellington, N.Z., February 27-March 5; Sydney, Australia, March 13-20; Pago Pago, Samoa, March 31-April 2 and Pearl Harbour, April 11-13.

The ships are due to return to Esquimalt on April 21.

Warships Busy Over Holidays

Ships of the Royal Canadian Navy and Maritime aircraft of the Royal Canadian Air Force carried out normal operational patrols during the Christmas and New Year holiday period.

Destroyer escorts were at sea over Christmas and were relieved for the New Year period by sister ships from the Halifax-based Fifth Canadian escort squadron. The Air Force operated Argus four-engined aircraft from RCAF Station Greenwood.

The Navy patrols on Christmas day were the scene of the traditional turkey dinner and the inflight meals of the RCAF Argus aircrews were equally festive for the occasion.

Commodore Goes On Retirement

Commodore John MacGillivray, formerly Deputy Chief of Naval Technical Services, proceeded on retirement leave on November 15. He was succeeded in the appointment by Commodore John B. Caldwell.

Commodore MacGillivray, a marine engineer in civil life, had served in the former RCNR and the regular force since 1936. During the Second World War he was engineer officer in both ships of the RCN and Royal Navy, including HMS *Black Prince*. Since 1947 he has held senior administrative engineering appointment on both coasts and at Naval Headquarters. He became Deputy Chief of Naval Technical Services in October 1958.

Commodore Caldwell entered the RCN as a cadet in 1933 and took his early training with the Royal Navy.

During the Second World War he held engineering appointments in RCN destroyers and RN and Canadian cruisers.

Following the war he became a naval aviation engineering specialist and later held a number of appointments in this field, including Assistant Chief of Naval Technical Services (Air). Since 1951 he has held senior engineering administrative appointments including ACNTS (Ships), Commodore Superintendent Pacific Coast and Commodore Superintendent HMC Dockyard, Esquimalt, and Engineer-in-Chief at Naval Headquarters.



Once she sailed the North Atlantic and Caribbean as HMCS Husky, armed yacht. Now she peacefully plies the waters of New Orleans harbour and the lower Mississippi as the Good Neighbour, inspection yacht of the Port Authority of New Orleans. President Charles de Gaulle of France was on board when the picture was taken. (Courtesy New Orleans Port Record)

SOUTHERN BELLE

ALTHOUGH she was obviously a southern belle, there was something familiar about her lines that caught the eye of the Canadian visitor to New Orleans. She had a sleekness and well-kept air and a certain gentility that weren't there in former days, but undoubtedly she was an old friend from Canada.

Last March, Charles Hurst, of Ottawa, who is with the Harbours and Rivers Engineering Branch, was on a fact-finding tour for the Department of Public Works. His journey took him to various United States ports, including the Port of New Orleans. In the course of the inspection of harbour facilities there, he went on a tour of the harbour and a section of the Mississippi River in the port authority's inspection yacht, the *Good Neighbor*.

"The lines of the vessel and certain other aspects of her seemed to be familiar, so I inquired into the background of the ship," Mr. Hurst related. "I was talking casually to the captain, saying what a nice vessel she was and he told me that she had been purchased by the Port Authority from the Canadian government and that she had been used by the Canadian Navy during the war.

"Of course, I then recognized that she must have been one of the armed yachts. On further questioning, I found that she had been the *Wild Duck*, which had been commissioned as HMCS *Husky*. You can imagine, however, that there were considerable changes in the vessel in that she is now much more luxuriously fitted out than prior to her purchase by the Port of New Orleans."

The discovery had more than passing interest for the Canadian visitor, whose name appears in the Navy List as Lt-Cdr. C. K. Hurst, RCN(R) (Ret.). He had, in fact, served on board the *Husky* during the Second World War.

The New Orleans port officials were, in turn, interested to find in their midst a visitor who had known their trim yacht as a vessel of war. Ed Kimbrough, associate editor of the *New Orleans Port Record*, monthly magazine of the port's Board of Commissioners, got enough information from Lt-Cdr. Hurst to run three pages of pictures and text on the history of the little ship. Mr. Kimbrough began his article with the quotation: "Ah, that was a gallant lady . . ."

The story continued:

"Readers who recall Michael Arlen's famed novel and drama of the 1920s,

'The Green Hat', may remember that 'gallant lady' was a phrase ardently invoked by the author in praise of his heroine, Iris March.

"The Port of New Orleans—it's Southern, suh!—naturally is populated with 'gallant ladies' of the *homo sapiens* variety, as any Dixie gallant of the opposite sex will gladly testify.

"Apart from human ladies, however, the Port of New Orleans' most gallant inhabitants of the feminine gender have been ships—from such famed paddleboats as the *Robert E. Lee* and the *Natchez* to such sleek cruise ships as today's *Stella Polaris*.

"But none of these can ever seem to New Orleanians quite as gallant a lady as the port's own harbour inspection yacht, the *Good Neighbor*.

"The thousands of natives and visitors who have seen the *Good Neighbor*, with graceful blue hull and white housing, its brass gleaming and pennants and flags bright in the breeze, have little reason to think of her as 'gallant', unless her constant trying of the roiling Mississippi be considered bravery. She is swift and graceful, the ornament of the river front but, in spite of the fact that her mission for the Port of New Orleans is commercial—the lady is a salesman for a busy port—she gives the appearance of a ship conceived in luxury and for luxury.

"And, indeed, she was so conceived. But it was not destined that she spend her life in such peaceful blue waters as

bathe Monaco, Acapulco or Boca Raton, where the wealthy pamper themselves and their yachts.

"For, the truth is that once upon a wartime the lady heard shots fired in anger and she herself was the nautical equivalent of a pistol-packing mama, dressed in drab navy grey and bearing the most unladylike name of 'HMCS *Husky*'.

"This was a fate undoubtedly inconceivable to her original owner, Charles Fisher (of Fisher Body fame), who in 1930 commissioned the Defore Boat Company of Bay City, Michigan, to build her to his most precise specifications. The series of private owners of the yacht who followed Fisher must have basked on her deck many a lazy day in the decade of the '30s unaware that one day tense salts would maintain long tedious watches there.

"But so it happened—and so did the *Good Neighbor* earn her title of gallant lady".

The rest of Mr. Kimbrough's story tells in interesting detail of the war-time history of the *Husky*, as she became on joining the Navy.

Actually, although she had once been known as the *Wild Duck*, her name at the time she was requisitioned for the Royal Canadian Navy in June 1940 was *Xania II*. She belonged to George Herriek Duggan, a Montreal civil engineer, who sold her for the sum of "one dollar and other valuable consideration". A vessel of 245.36 registered tons, she originally cost \$210,934.31.

Outfitted with a four-inch gun, a machine gun, sonar and eight depth charges, she began her duties as a coastal anti-submarine vessel early in August 1940 from Sydney, Nova Scotia, under the command of Lt. Harry Free-land, RCNR.

The following January she sailed to the Caribbean under the command of Lt. A. H. Rankin, RCNR, who, as a Commander, RCN, now commands the repair ship *Cape Scott*. While she was in sunny, southern waters, her crew boarded two neutral tankers, whose homeland had been overrun by the Nazis. The two ships henceforth sailed under the British flag.

The *Husky* returned to Halifax in November 1941, where she was fitted as an examination vessel and was employed in miscellaneous duties. From March 1943 to the end of the war she was employed as a training vessel, attached to HMCS *Cornwallis*.

Declared surplus on June 7, 1945, the *Husky* was sailed to Sydney for de-storing. Soon after she was sold, along with HMC Ships *Reindeer* and *Caribou*, which were also converted yachts, to the Margaree Steamships Company, to which they were delivered on November 30, 1945.

As far as the Navy was concerned, the *Husky* appeared to have dropped from sight for ever. Thus it was like meeting an old friend when Lt-Cdr. Hurst came upon her in New Orleans and found that she was in the pink of condition and doing very well for herself, thank you.



This is the armed yacht HMCS *Husky* as she appeared during the Second World War. (DB-0142-1)

OFFICERS AND MEN

Five Receive Cash Awards

Five cash awards from the Suggestion Award Board of the Public Service of Canada were made in November and December.

Lt. Colin D. diCenzo, on the staff of the Electrical Engineer-in-Chief at Naval Headquarters, suggested two modifications to sonar equipment.

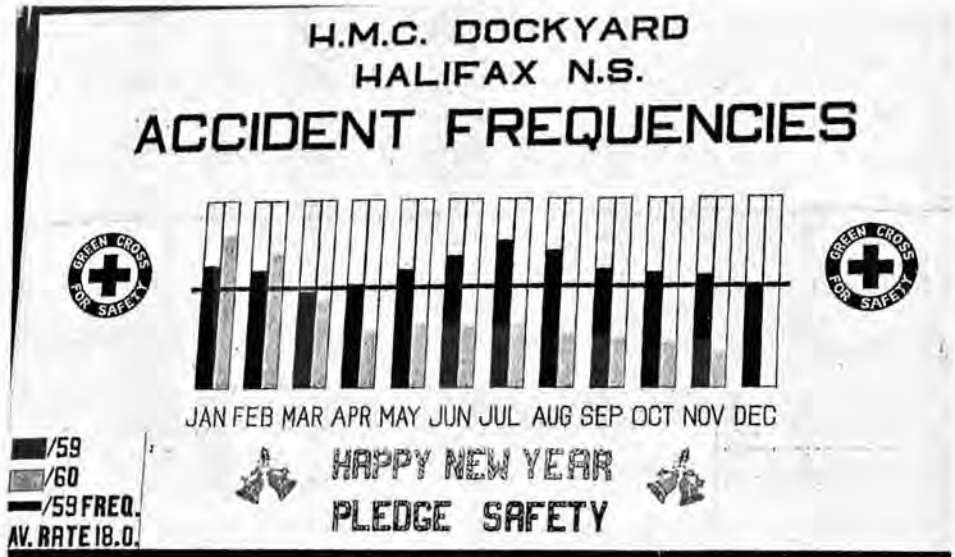
PO Harold R. Howard, HMCS *Star*, suggested three modifications of procedure dealing with pay records of RCN(R) personnel.

PO Gordon J. Coldham, HMCS *Shearwater*, suggested a modification to the electrical equipment in the Banshee aircraft.

PO Norman Engram, HMCS *Haida*, suggested a sheer-line gauge to determine the contours of hulls under repair.

Joseph C. Tanner, head clerk on the staff of the Manager Supply Depot, HMC Dockyard, Halifax, suggested changes in the procedure of handling worn and unserviceable naval clothing which is to be declared surplus.

In each case the suggestions were forwarded to the Suggestion Award Board for assessment and trial by specialists, and the ideas have been adopted for use in the Navy.



Dockyard Sets Safety Record

Because of an active safety program, HMC Dockyard in Halifax achieved in 1960 the lowest accident frequency rate ever recorded in its history.

In 1959, 149 lost-time accidents resulted in a loss of 8,183 working man-days. In 1960, the total number of lost-

time accidents had dropped to 128 and the working time lost was 860 man-days.

The marked decline in the accident frequency rate is attributable largely to the Dockyard's safety program, put in hand at the beginning of the year. Credit is also given to the co-operation received from management, supervisors and the employees themselves.

Greetings from the Ministers

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

From Hon. Douglas S. Harkness, Minister of National Defence:

"May I in my first Christmas greeting as Minister of National Defence, express my warmest wishes for a very merry Christmas and a happy New Year to all members of the Armed Forces, to the personnel of the Defence Research Board and to the civilian employees of the Department of National Defence.

"I wish to extend a special Yuletide greeting to those members of the department who are serving away from home with our NATO forces in Europe and with the contingents of the United Nations stationed throughout the world.

"Since I have become minister of National Defence, I have had the oppor-

tunity of visiting a number of our units in Canada and in Europe. I feel that these visits have already brought me closer to the life of our service and have helped to give me an understanding of their needs.

"The local service rendered by our defence forces in the cause of peace is greatly appreciated by all Canadians and I am sure that the excellent spirit of co-operation which has been shown in past years will continue.

"May 1961 be a happy, prosperous and peaceful year for all of you."

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

"I wish to extend my warmest greetings for a joyous Christmas to the members of Canada's Armed Services, to the staff of the Defence Research Board and to the civilian personnel of this department.

"All Canadians recognize the importance of the work which you are doing in helping to maintain the peace of the world. There is no better time than the Christmas season to give thanks for what we have already achieved and to offer our prayers for a continued peace on earth and for a lessening of world tensions.

"As the Holy Season of Christmas approaches, I am very much aware that many of you are serving abroad or in remote parts of Canada. To those of you who are away from your families at this time of the year I would like to send a special message of good cheer.

"May I express to everyone in the department and to their families my best wishes for a very merry Christmas and a happy New Year."

The Dockyard safety program provides for guards on machinery, the supply of safety clothing and helmets, the promulgation of safety regulations, instruction in safety techniques and a general education program on safety matters. In 1960, for instance, there was not a single loss of time due to head injuries, thanks to the use of helmets. Safety meetings are held each month by shops, departments and management.

The Atlantic Command Safety Engineer is Reginald Giovannetti, formerly of St. John's, Newfoundland, who as manager, Plant Engineering Department, is responsible for the program's implementation. The safety engineer in the Dockyard is William B. Power and the yard safety inspector, L. D. Kehoe.

Lauzon Commanded By Lt.-Cdr. Speight

Lt.-Cdr. Lenn Speight took command of the frigate *Lauzon* on December 22. The *Lauzon* is a unit of the Ninth Canadian Escort Squadron at Halifax.

Lt.-Cdr. Speight entered the RCN in 1935 as a boy seaman. He specialized in sonar and in August 1943 was mentioned-in-despatches "for good service and devotion to duty in action with an enemy submarine" while serving in the *Assiniboine*. He was promoted to warrant rank the same month and has held appointments on both coasts.

Since October 1959 he has served in the *Bonaventure* and the *Cape Scott*.

Ex-Chiefs Begin Divisional Course

Two former chief petty officers were promoted to the rank of acting commissioned officer and appointed to an officers' divisional course at *Cornwallis* before taking up appointments with the fleet.

They are Cd. Off. Willard Yorga and Laughlan Carruthers Laurie.

'Bonnie' Presents Trees to Boston

When it was learned by the RCN that a hurricane this fall had destroyed a number of trees at the entrance to the Admiral's quarters in the Boston Naval Shipyard, it was decided that it would be a fitting gesture for the aircraft carrier *Bonaventure* to present two Canadian maple trees as replacement.

The trees were obtained in Kentville, Nova Scotia, and spent two weeks at sea in the "*Bonnie*" during flying operations, thereby qualifying them as a fitting presentation, not only from



The aircraft carrier *Bonaventure* presented two Canadian maple trees from Kentville, Nova Scotia, to replace hurricane-destroyed trees in front of the Admiral's quarters in the Boston Naval Shipyard. Left to right at the planting ceremony are Captain William A. Brockett, USN, commander of the shipyard, Captain J. O. O'Brien, RCN, commanding officer of the *Bonaventure*; Rear-Admiral Carl F. Espe, USN, Commandant, First Naval District, and Stuart D. Hemsley, Canadian Consul-General. (Official U.S. Navy Photo)

Canada, but from the RCN, on the subsequent call at Boston.

Canadian Consul General Stuart D. Hemsley and Rear-Admiral Carl F. Espe, USN, Commandant, First Naval District, broke the ground in front of the Admiral's quarters. Other guests at the ceremony included Captain William A. Brockett, USN, Commander of the Shipyard; Mrs. Espe; Mrs. Hemsley, Captain J. C. O'Brien, commanding officer of the *Bonaventure*; Miss Laura Beattie, Canadian Consul in Boston; Captain Charles M. Keyes, USN, Chief of Staff, First Naval District, and Mrs. Keyes.

The Boston naval base band provided music for the occasion.

Certificates For Blood Donors

Major-General the Hon. E. C. Plow, Lieutenant-Governor of Nova Scotia, late last year presented pins and scrolls to ten officers and men for 20, 30 and, in one case, 40 donations of blood to the Red Cross. The presentations were made in the Red Chamber at Government House in Halifax.

ME Ivor Cupples, HMS *Ambrose*, received a pin and scroll for making his

40th donation to the Red Cross Blood Bank.

Those presented with pins and scrolls for 30 donations were: CPO Peter Kanis, *Lauzon*; PO Bernard Paddon, *Bonaventure*; PO E. J. Carriere, *Stadacona*; PO D. C. Williams, *Cornwallis*; and Ldg. Sea. M. A. Blacklock, *Outremont*.

For 20 donations scrolls were presented to, Sub-Lt. F. J. Devlin, *Shearwater*; PO James H. Turner, *Gatineau*; PO W. M. Tait, *Cape Scott*, and PO R. O. Pattison, *Stadacona*.

Senior Pilot Now Commands HU-21

Lt.-Cdr. Wallace E. James took command of HU-21 naval air squadron on January 3. HU-21 is a helicopter utility squadron at *Shearwater*.

Lt.-Cdr. James was born in Springwater on August 26, 1919, and entered the RCN in November, 1946 as a PO air mechanic. He had previously served for three years with the RCAF.

In February 1952 he was commissioned as a naval pilot in the rank of lieutenant. He holds the OBE for "courage and skill" displayed in a helicopter rescue mission in October, 1954.

Lt.-Cdr. James served in the *Magnificent* and has been with HU-21 squadron since August 1960 as senior pilot.

Promotion Time Extended 3 Months

Men and women entering the Royal Canadian Navy after January 1, 1961, will be required to serve a minimum of 18 months before they are eligible for promotion to able seamen or able wrens.

Ordinary seaman and ordinary wrens, who entered before January 1, 1961, will continue to serve a minimum of 15 months before promotion.

The change was announced in a Naval Headquarters general message, which said the Manual of Advancement of Promotion would be amended accordingly.

Museum Sponsors Model Contest

A model-making competition open to all active and former Royal Canadian Sea Cadets in Ontario is being sponsored by the Marine Museum of Central Canada in Toronto. It will be an annual competition.

The competition is designed to spur the building of models at any period in history bearing directly on the Great Lakes or other waterways of Central Canada. The models may be of anything which actually existed or exists and

must be built accurately to scale. They may be canoes, sailing craft, boats, power craft, aids to navigation, canals, log rafts, the St. Lawrence Seaway or many other things.

The models, which must be in before July 31, of the year of entry, will be displayed in the Marine Museum during the CNE. Those of high standard will be retained for display in the Museum, others will be returned.

Prizes in the first category, for serving RCSC, will be \$50, \$25 and \$10. In the second category for ex-RCSC there will be one prize of \$50.

Information on the competition may be obtained from The Director, The Marine Museum of Central Canada, Stanley Barracks, Toronto 2B, Ontario.

Roll Lists Dead Of Merchant Navy

A copy of the Roll of Honour of the Merchant Navy and Fishing Fleet was presented by the High Commissioner for the United Kingdom in Canada, Sir Saville Garner, to Hon. Howard Green, Secretary of State for External Affairs, at a private ceremony in Ottawa on November 18.

The Honour Roll, printed in three handsomely-bound volumes, was compiled by the U.K. Ministry of Transport. It contains the names of United Kingdom and Commonwealth seamen who were killed during the Second World War while serving in ships of United Kingdom registry or under U.K. charter. The names of a considerable number of Canadians are to be found on its pages.

Present plans are to display the Honour Roll at a suitable place in Ottawa where it may be viewed by interested members of the public.

Bridgewater Corps Honoured

Niobe Sea Cadet Corps of Bridgewater has been presented with the General Efficiency Award of the Navy League of Canada.

The presentation was made in November by Rear-Admiral R. E. S. Bidwell, RCN, (Ret), to Chief Petty Officer Arnold Powers on behalf of the corps.

This is the second year in succession that Niobe Corps has ranked top among corps of less than 100 cadets across Canada.

Victor Gillis, Corps Commanding Officer, was presented with an officer's sword by Lt.-Cdr. Channing Gillis, area officer Sea Cadets.

A bosun's call was presented to Wayne Jefferson, judged the most outstanding cadet among 2,500 who attended training camp HMCS Acadia at Sydney last summer.

Leading Cadets Wayne Barr and Richard Wallace were promoted to petty officers second class and Able Cadets Wayne Jefferson, Robert Dorey, John Taylor and Douglas Berrigan were promoted to leading cadets.

The awards were made at a banquet honouring the corps by No. 24 Branch Canadian Legion.

Hamilton Veterans Choose Executive

The Hamilton branch of the Canadian Naval Association elected and installed its slate of officers for 1961 at the annual meeting in mid-December.

Guiding the branch's activities during the year will be: Sidney Piner, president; William Shade, vice-president; Clifford Black, secretary; Robert Fraser, treasurer; William Wright, master-at-arms; William Irvine, entertainment chairman; Russell Woodward, publicity chairman, and members of the executive committee James Senior, Philip Fox and Hugh McMurrich. The vice-president, Mr. Shade, was also appointed delegate to the Canadian Naval Association.

West Germans Shanghaied

West German sailors, visiting London on Trafalgar Day, found that the press gang still exists—nowadays in skirts. The unhappy encounter of the sailors is recorded in a report on the visit of the Third German FPB Squadron to Chatham, in the *Admiralty News Summary*. This is the sad story:

"The Senior Officer had ordered that each First Lieutenant should take his crew to London on an organized sight-seeing tour, dismissing the men when they had seen all that they were instructed to see; this scheme worked well for all except one crew.

"This First Lieutenant took a little longer than his fellows to cover the ground and arrived at Trafalgar Square just as the Trafalgar Day ceremony was about to start. A zealous lady (unknown, but possibly belonging to the Navy League) spotted the German sailors and before the First Lieutenant could escape, organized them into the ceremony, falling them in on the front rank of the parade. There the crew was stuck for the hour and a half of the ceremony and service, doing their best to follow the movements of the others, off caps, salute, stand at ease, et cetera.

"The First Lieutenant later said that he had never been so nervous and out of his depth but that he and the sailors had been very impressed with the ceremony. The crew was televised and reported as being part of the parade. It is understood that they acquitted themselves very well."

The annual report showed that the branch had made substantial progress in its various fields of activity during the year. The outgoing executive was, in particular, commended for the successful autumn ball held in recognition of the RCN's 50th anniversary.

Chief and POs Commissioned

Twelve former chief petty officers and petty officers were promoted to the rank of acting commissioned officers during the latter part of 1960. All have completed officer's divisional courses and have taken up appointments with the fleet.

They are A/Cd. Off. John Charles Jessop, Robert McGahan, Donald P. Raven, Harold J. Achtzener, James Walter Williamson, John Campbell Wilson, William G. Gray, James H. Gower, Kenneth B. Leadley, Herbert E. Warman, Henry D. B. Cutler and Eric Albert Stevens.

School Officials Taken on Cruise

Seventy high school supervisors, principals, guidance counsellors and selected students from schools in Corner Brook, Newfoundland, were taken on a cruise in HMCS *Outremont* in early December. It was part of the program during which school authorities across Canada were made acquainted with the Navy.

During the cruise in the *Outremont* the visitors were given demonstrations in seamanship, gunnery and anti-submarine warfare, followed by a tour of the ship.

Dockyard Visit By Westerners

A. G. Francis, C. L. Madill, C. F. Little and W. H. Gittens, senior dockyard supervisors of HMC Dockyard, Esquimalt, were recent visitors to the Halifax dockyard with a view to exchanging information on repair techniques and problems.

A presentation to Mr. Francis for the Dockyard Officers' Club of Esquimalt was made by J. J. Breen, Assistant Superintendent (Administration), Halifax, on behalf of the 14 civilian officers of the Halifax dockyard who visited the Esquimalt dockyard during the week of September 11, 1960.

U.S. Submarines Call at Halifax

Two United States Navy submarines, USS *Cavalla* and USS *Hardhead*, were in Halifax in early December for a two-day courtesy visit. Twenty officers and 170 men were in the boats.

Six Thousand Tons of Chicken

In 1959 Her Majesty officially opened the St. Lawrence Seaway. While its construction was generally acknowledged as a tremendous achievement, it is probable that few present and future commanding officers appreciated that this project removed one of the greatest ulcer factories of recent years. The following is a description of ship handling manœuvres which vanished when the Old St. Lawrence Canal System was supplemented by the Seaway.

While the width of the water surface of one of the old St. Lawrence Canals was some 130 feet, its unseen sloping sides provided the promised 14-foot draught over only 90 feet of usable water.

The canals were all 44 feet wide, for profitable use of the 45-foot locks. An Algerine's beam was 35. This left ten feet of unoccupied water when passing. It was left to mental telepathy between the captains to agree whether or not this ten feet would be apportioned as five feet between the ships and two or three feet outboard of each. Voices got high-pitched if the distance between ships got less than three feet, or over eight.

For many years sailors had been taught that if they saw both a red and green light dead ahead to do something quickly. The ship that did that in the

St. Lawrence Canals immediately lost her fair share of the ditch.

The approved technique was a marine version of the jalopy drivers' game of "Chicken". Both ships held the middle of the canal, bows-on and dead slow, until about half-a-length apart, or until one captain lost his nerve. Each then adjusted course to starboard until the bows were overlapped by about one third of the length. Each ship then reversed rudder and, nearly stopped, the two ships rotated round each other like a couple of ponderous old ladies linking arms in a square dance. The pilots, ever conscious of single-screw ships, were most concerned about the hazards of the two sterns being sucked together and tended to delay recovery accordingly. At this point, a warship commanding officer's eyes were fixed on the starboard quarter which, with its propeller, was alarmingly close to the bank. Should you put it ahead to get rudder action? Put it astern to swing the ship back into the line of the channel? Or acknowledge the fact that disaster was inevitable and stop it to reduce the damage?

It required at least ten such occasions to be convinced that there was only one good thing about this "chicken"-style evolution. It worked.

BEFORE THE SEAWAY

FOR MANY a long year—in fact, for more than a hundred years—no warship dared set bottom in the Great Lakes. The Rush-Bagot Agreement, designed to keep the inland seas free of shooting, took care of that.

Then, during the Second World War, the agreement was relaxed and the Lakes were aswarm with warships, practically all downward bound to the sea. They were new construction corvettes, Algerines, Bangor minesweepers, Western Isles trawlers, oilers, and so on, whose ships' companies could tie up and let go with their eyes shut for weeks after their vessels had threaded their way through the innumerable locks of the old canal system.

Nowadays commanding officers speak light-heartedly of the voyage to the Big Swamp to the west of Montreal. Those who took ships up there for the summer Reserve training season before the opening of the new Seaway two years ago are haunted men.

The letter that follows is a liberal paraphrasing of one written in the years before the Seaway. All the incidents are factual, the description and narratives somewhat elastic.

NDG: 4000-999
Shore Patrol Office,
Yellowknife, N.W.T.

Sir:

It is with regret that I submit the following report of a series of incidents which took place in the old St. Lawrence Canals on that happy day of the 12th May, in the year 2 B.S. (Before Seaway).

Incident No. 1 (Montreal Harbour)

Having been told the harbour was clear of shipping and been given the Harbourmaster's permission to proceed to the Lachine Canal. I backed out of Market Basin into the St. Mary's Current and there found one of the Empress ships heading angrily toward us at downbound speed. There being no white line, it seemed discreet to yield the right-of-way.

After stemming the clock tower (and hence the current) for some 15 minutes, I turned to port out into St. Mary's Current, which caught the bow and induced a rapid sheer to port. This would have been of no consequence with normal rudder and manœuvring power. However, when the order was passed to reverse the rudder it was

found that back pressure developed before the wheel reached the amidships position and it could only be put to starboard at about 1° per second. Despite the use of full-astern on the starboard engine, the sheer could not be stopped.

The ship headed between the buoys on the south side, while moving broadside downstream at about six knots. Full-astern on both engines prevented the seemingly imminent grounding, but I elected to ride the current down below the bridge and, there, turn for a more sedate attack. The pilot's re-assurance that we were not the first ship to pass under the Jacques Cartier bridge broadside was of little consolation at that time.

The current subsided enough, off Saguenay Terminal, to enable us to turn at rest, without difficulty or unacceptable suspense.

The wheel, while still stiff, did not appear to be unmanageable. I allowed myself to believe that either the rudder had been jammed by drift-wood now shaken free, or that the apparent stiffness was due to the pressures of the sheer and the six-knot current.

Incident No. 2 (Lake St. Louis)

Minutes after leaving the locks of the Lachine Canal and entering the buoyed channel of Lake St. Louis, there was again, abreast buoys No. 36 and 40, a requirement to reverse the rudder from port 20 to starboard 20 in order to conform with the channel. This proved to be impossible. Again the wheel and rudder were stiff before reaching the midship position of the change. The English-speaking pilot was on the wheel and the little French-speaking pilot had been conning, standing on a box so as to see. The latter could think of no English words appropriate to the emergency except a stream of profanity, which was of no assistance but with which I concurred.

The engine-room response to full-astern-inner, full-ahead outer was immediate and effective, though the ship was, at one point, outside the line of buoys by some ten feet. There being no anchorage along that section of the channel and since the rudder then appeared to be responding, I elected to press on, grasping the waiting float for the first Soulange lock without incident. During this waiting period the telemotor system and steering engine were checked, adjusted, and reported to be functioning correctly. I accepted this report with less misgivings than were possibly appropriate.

Incident No. 3 (The Soulange Canal)

On the third occasion of the famous and fearsome squaredance, performed by passing ships in the Soulange Canal, the defective rudder was again apparent. With 15° of port rudder on, in the penultimate movement of this manoeuvre, it was found impossible to reverse the wheel to regain the channel centre. The other ship had been a bit greedy in taking a share of the channel during the approach, but not so much as to take any blame for the incident. The combination of being off-centre to starboard and of being unable to put on starboard wheel resulted in the ship heading for the bank at a 50° angle. The smaller pilot, then at the wheel jumped off his ammunition box and prepared to abandon ship.

I felt that all luck for the day was not bad. That part of the canal shore was clay. It was lined with rock for most of the past and future sections. The clay, and the speedy response of the engine-room to yet another full-astern order, resulted in a barely perceptible bump. The starboard propeller was dangerously close to the opposite bank at this climactic point and,



This picture of the Portage in the Lachine Canal gives some idea of the crowded quarters occupied by shipping bound for the Great Lakes in the days before the St. Lawrence Seaway opened. The Portage was NOT the ship involved in the incidents in the accompanying article. The author must remain hidden behind a thick veil of anonymity in case someone wants him to pay for those two bent propellers. (P-56)

throughout the remainder of the passage, I felt that it was the only one which had incurred damage. There was no such evidence, then or later.

Incident No. 4

At the conclusion of incident No. 3, I was faced with the ponderous question of what I should do next. I now appreciated, perhaps too late, that my steering was untrustworthy and that a cross-wind was threatening. However, the ship was in a 90-foot ditch with the sloping sides, that are of no concern to the canal type ships but most inhospitable for twin screw ships. I found myself in the position of wanting to stop where I was and effect repairs, but forced to proceed in search of a

suitable place. I felt great envy for the helicopter pilot with his additional direction of possible movement.

As the two pilots had by then expressed the Gallic fatalism that "On ne peut rien faire", I put the coxswain on the wheel and took over the con.

Rightly or wrongly, I elected to proceed, steering by main engines and 10° of wheel. The ship withdrew from the bank without difficulty and proceeded up the ditch. In over-compensating for a starboard beam wind I got uncomfortably close to the starboard bank and used more port wheel to regain the center. Again it proved impossible to reverse the wheel and the stem nuzzled the left bank gently, at a 30° angle.

Incident No. 5

This incident was almost identical with No. 4 except that it was oriented on the opposite bank, as a result of an irrevocable over-correction when attempting to prevent a repetition of No. 4. As in that incident, the stem settled gently into the bank and both propellers appeared to have remained in deep water.

This incident provided us with a souvenir photograph which was only appreciated at a later date. The highway, at that point, is only a matter of feet from the canal. A large red Chrysler Imperial, complete with a baggage trailer made of red Chrysler fenders, had stopped to photograph our unusual vessel. In the middle of these activities they suddenly appreciated that their subject had turned directly toward them. Our photographer turned the tables and provided an amazing photograph of our forecastle, with the tourists in the immediate background scrambling up the bank in an effort to remove their car and company from the path of this angry monster. No water shows in the photograph.

Incident No. 6

Had there been any haven with vertical sides, I should, after incident No. 5, have elected to stop pressing my luck in this frying-pan-fire circumstance. However, the next lock was by then in sight. The intervening distance was negotiated by use of alternate engines at 100 revolutions, an unorthodox but successful tactic which kept the ship in mid-channel by a sinuating route, without the use of the rudder. The lock promised only temporary respite as several miles of similar ditch-work lay beyond it and no waiting dock was provided.

Fortunately, a few hundred yards off the lock, I saw three small piers which extended about six feet from the water-line shore of the canal. These piers had, in times gone by, served as braces for a waiting float, since removed. While not an attractive berth in itself, it was like an oasis in a desert. Still using only the main engines, I deliberately grounded the stern beyond the

Abandon Ship or Have Breakfast?

Have you ever heard a siren-whistle signal of three long and two short blasts? If not, it does not mean that your seamanship manual is out of date or that you missed the latest notice to Mariners. This sound signal was originally a form of greeting between ships of one of the largest Great Lakes fleets. It has since become a greeting or salute between all ships and stations in that area, though it possesses no official or written sanction.

The stranger to the Great Lakes is unlikely to forget his first experience with this signal. The first thought is to wonder whether the signal means that you are about to run aground, you should abandon ship, you are in the wrong side of one-way channels or that you should send the hands to breakfast.

After a few weeks one becomes accustomed to receiving this signal from ore-carriers, waterfront factories and steam shovels ashore, even from the policeman at a canal bridge in the middle of a town.

The letter "D"—a long and two shorts—is also used as a greeting. Reference to the inland rules of the road show that this is to be interpreted as "Go on". Since it consequently causes no action on the part of the ship to which it has been addressed, there is a trend for it also to be used as a friendly greeting by passing ships, yachts, and even by the canal bridge operators.

Ignorance of such common local practice is not blissful.

farthest pier and leaned against it at an angle which kept the stern in deep water.

The ship remained in this unorthodox berth and posture for some two hours, while the steering engine and tele-motors were thoroughly overhauled. By this time the cross-wind had strengthened and, lacking faith in the steering, I elected to stay put for the night. In order to clear the channel, the stern was swung in by deck tackle until lead-line soundings approached propeller draught. A thorough overhaul of the steering gear must have been successful as no further such incidents threatened during the ensuing day-and-a-half of similar canal operations.

General Remarks

The foregoing incidents all took place in an interval of ten hours or three and a half packages of cigarettes.

While incidents Two through Six all entailed one or other propeller being in danger, I felt, at the end of this happy day, that the most likely damage might have been incurred by the starboard propeller (in the last stages of incident Three). I had no suspicion that the port propeller had been damaged. In the course of the 14-knot transit of the Farran's Point Rapids and the prolonged speeds of 12 and 13 knots up the St. Lawrence above Prescott there was no evidence of undue vibration and the ship was able to sustain a speed through the water appropriate to the revolution table.

I was therefore surprised and disappointed to learn that a diver, summoned for another purpose, reported the propeller to be badly damaged.

The port propeller was indeed such a distorted mass of metal that I am unable to explain how we were able to make 12 knots and more, and without vibration. The starboard propeller blades' trailing edges were serrated but dock officials expressed doubt that these bites were new. Both propellers were accordingly removed and replaced by the spares which are carried in the squadron with pessimistic foresight.

Conclusion

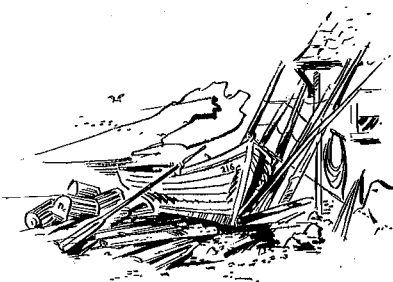
I acknowledge full responsibility for the damage suffered by the port propeller and I am not prepared to dispute the age of the lesser scars of the starboard propeller. In retrospect, it may be considered that the decision to press on after the first three incidents was unwise. Later, the prismatic shape of the canal floor seemed to offer no alternative.

I have the honour to be,
Sir,

Your obedient servant,
LIEUTENANT COMMANDER,
RCN
COMMANDING OFFICER

Squadron Commander,
99th Canadian Escort Squadron,
Calgary, Alta.

—W.V.A.L.



AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Fraser

Cdr. Donald John Sheppard took command of the *Fraser* on January 4. The *Fraser* is a unit of the Second Canadian Escort Squadron at Esquimalt.

Cdr. Sheppard was born in Toronto in January, 1924 and joined the Royal Naval Volunteer Reserve in December, 1941. He graduated from flying training with the U.S. Navy in May 1943, and later was awarded the DSC for shooting down two Japanese fighter planes over Sumatra. He destroyed in all four enemy aircraft, and one probable.

He transferred to the RCNVR in March 1944 and to the regular force in June 1946. In December 1955 he was appointed executive officer of the *Iroquois* and in July 1958 was appointed to the staff of the Director of Naval Training at Naval Headquarters.

ATLANTIC COMMAND

HMCS Micmac

The *Micmac* returned from New York on November 1 to a self-maintenance period in Halifax, and then sailed for Exercise "Guardian" with Commodore James Plomer, Senior Canadian Naval Officer Afloat (Atlantic), embarked. Later Commodore Plomer transferred to the *Crescent* at night by jackstay with both ships darkened. The exercise concluded on November 15, and *Micmac* returned to Halifax.

From November 16 to 18, the ship engaged in anti-submarine exercises off Halifax. En route to Halifax on November 18, AB Rudolph J. Jelinek, a sonarman, was lost overboard. This accident brought to the *Micmac* sorrow which will not soon be erased. Assisted by the *Crescent*, *Lauzon*, HM Submarine *Aurochs* and aircraft and helicopters from *Shearwater* and *Bonaventure*, the *Micmac* searched the area for 24 hours to no avail.

On November 21, en route to "Pre-Wintex" exercises the *Micmac* held memorial services in the position where Able Seaman Jelinek was lost. Engines were stopped and two wreaths dropped.

In the days that followed gunnery, anti-submarine and other exercises were carried out on November 27 fuel and

stores were taken on at Point Edward Naval Base, Sydney, the ship sailing the following day for further anti-submarine exercises. On the 30th, the *Micmac* entered Sydney for a two-week self-maintenance period.

In sports, the ship's hockey team defeated the *Crescent* 7-4, and *New Waterford* 5-1, and the soccer team blanketed the *Crescent*, 2-0. The officers and chief and petty officers' hockey team defeated leading seamen and below, 13-4.

In November, the *Micmac* steamed 3,938 miles, for a total of 31,910 miles since December 31, 1959.

During 1960, the ship was away from her home port for 197 days, of which 154 days were spent at sea.

Leadership School

JOTL Course Sierra left the Leadership School, *Cornwallis*, on November 26, for *Shearwater* to complete the air familiarization phase of their course. They previously completed a five-week period in the communication division of the Fleet School and a week in leadership.

On December 9, two courses, No. 56 Officers' Divisional Course and No. 111 Petty Officers' Leadership Course, completed their six week training. Keen rivalry existed between these two while in the school and regular battles occurred in the gym, pools, and on the rink.

Of the 17 Officers in No. 56 Course, 14 were branch officers and three were direct entry officers, two of them medical.

In No. 111 Course, five of the petty officers were ex-air apprentices who recently completed 39 months' training.

The children's Christmas party was again promoted by the Leadership School, with preparations under the supervision of Lt. Bruce Massie.

NAVAL DIVISIONS

HMCS Queen

United States Navy Reserves from Miles City and Great Falls, Montana, were guests of *Queen*, the Regina naval division, in early November, on a three-day schedule of visiting, shopping and entertainment.

A total of 40 officers and men, accompanied by their wives, made the trip from Montana by bus and chartered aircraft.

The first evening the ship's company was on hand at *Queen* to welcome the guests to the wardroom and messes. The following morning they witnessed new entry training and then inspected the buildings and facilities. Later they toured the city and met the mayor who presented an official plaque of Regina to commemorate the visit. In the afternoon many took advantage of an opportunity to shop. The evening was topped off with a highly successful ship's company dance and buffet supper.

The next morning, Sunday, the visitors attended a church parade, returning to *Queen* for coffee and a group picture.

This was the second visit to *Queen* by the USN Reserve. Officers and men from *Queen* will pay their second visit in the fall to complete the double cycle.

HMCS Prevost

October 28, 1960, for some members of HMCS *Prevost*, London naval division, was a memorable occasion. On that date His Excellency the Governor General, accompanied by Madame Vanier, arrived in London to attend the Convocation of the University of Western Ontario.

Cdr. G. A. MacLachlan, RCN(R), Honorary Naval Aide-de-Camp met His Excellency at the station, and the RCN staff from *Prevost* waited on the cars carrying Their Excellencies and other members of the Vice-Regal party.

His Excellency expressed pleasure in the Royal Canadian Navy's participation in his visit and later presented his limousine driver, CPO Arthur R. Chamberlain, with an engraved cigarette lighter, which will remain a proud token of the occasion.

During the visit His Excellency and Madame Vanier attended a luncheon in their honour at the London Hunt and Country Club and inspected a Royal Canadian Regiment Guard of Honour.

HMCS Scotian

Lt.-Cdr. Bruce S. Oland has been appointed executive officer of the Halifax naval division. He succeeds Lt.-Cdr. Robert G. Cannell.

HERE AND THERE IN THE RCN



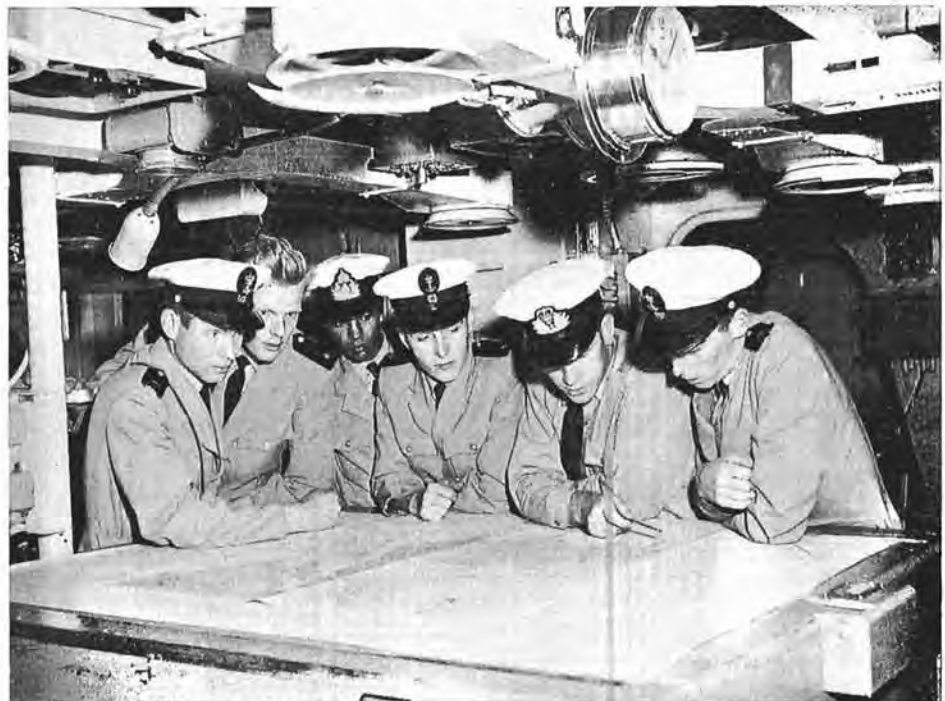
Rear-Admiral Kenneth L. Dyer, Flag Officer Atlantic Coast, Commander Canadian Atlantic Sub-Area and Canadian Commander Maritime Atlantic, visited NATO headquarters at Norfolk, Virginia, in October for briefings and discussions with SACLANT. While there he talked with Vice-Admiral C. L. G. Evans, Royal Navy Deputy Supreme Allied Commander Atlantic above, left. During his tour of SACLANT headquarters, Admiral Dyer inspected a Marine Colour Guard. (SACLANT Photo)



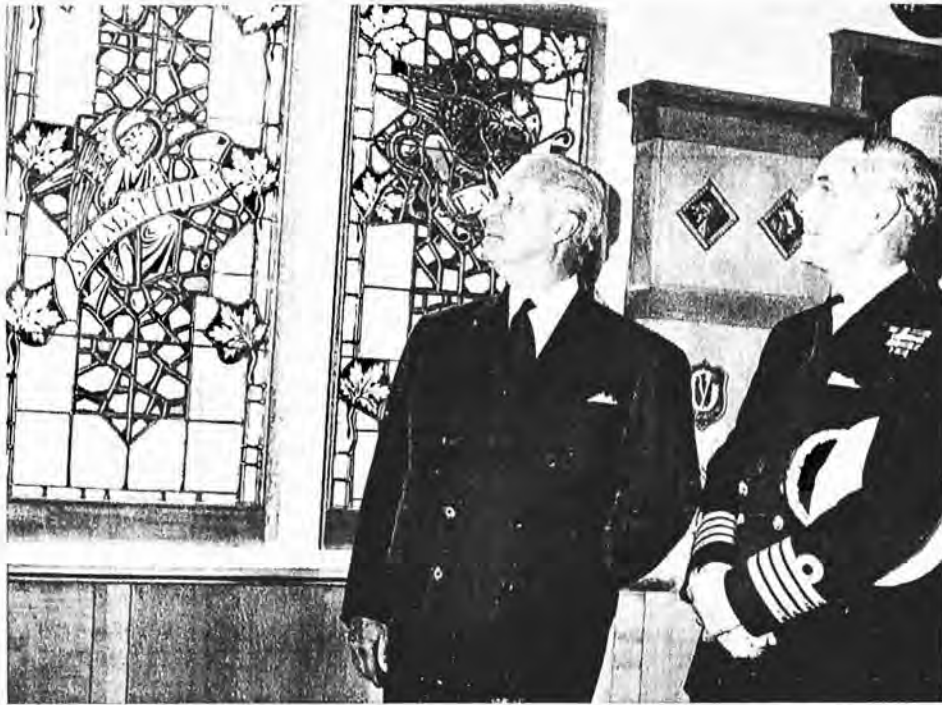
The Oland Memorial Award, presented by Col. S. C. Oland, is given each year to the qualifying weapons lieutenant who gains the highest marks in his course. The award consists of a 14-inch sterling silver tray, which is held in the weapons school at HMCS Stadacona. A smaller tray is given to the officer for his retention. Shown above, Col. S. C. Oland presents the award to Lt. A. H. Brookbank, top graduate of the First Weapons Officers' Course. (HS-62266)



Wren Dana Chloe Abbinett won the "highest Marks" award at Cornwallis on graduation recently from an eight-week basic training course. (DB-13567)



Midshipmen from the Royal Norwegian Navy's training ship King Haakon VII, during a September call at Halifax, visited some ships of the Atlantic Command. Shown above in the operations room of HMCS Chaudiere are, left to right, Midshipmen L. T. Saetne, and O. Christiansen, Sub-Lt. M. Telahum (Ethiopian Navy), Sub-Lt. H. F. Wallace, RCN, of the Chaudiere, and Midshipman P. Landmark. (HS-62374)



The Canadian High Commissioner to the United Kingdom, George Drew, and Captain Lennox Napier, RN, commander of the Royal Navy's Fifth Submarine Squadron, admire the "Canadian window", unveiled by the High Commissioner in St. Ambrose Church at HMS Dolphin, submarine base at Gosport, England. The window commemorates the close association of the Royal Canadian Navy with Britain's submarine service. (Photo from United Kingdom Information Office)



Names of Atlantic Command warships are perpetuated in 38 Norway maple trees planted throughout the Dockyard as part of the RCN's 50th Anniversary observances. The final tree was planted near Command Headquarters by Rear-Admiral K. L. Dyer, left, Flag Officer Atlantic Coast, on October 27. In the centre of the photo is Commodore James Plomer, Senior Canadian Officer Afloat, Atlantic, and on the right is Captain E. N. Clark, Deputy Superintendent Atlantic Coast. Commanding officers of the ships are in the background. (HS-63034)



The first Cadet Award for Bravery to be received by a member of the Royal Canadian Sea Cadets has been presented to 15-year-old Sea Cadet Douglas Surette of RCSCC Chebogue, Yarmouth, Nova Scotia, for saving the life of a three-year-old who had fallen through an old wharf into Yarmouth Harbour in September 1959. Cadet Surette jumped into the cold harbour waters after the little girl and brought her to safety. Shown left to right, are Ian Clulee, president of the Yarmouth Branch of the Navy League of Canada; R. J. Bicknell, national president of the league, who made the presentation; Donna, admiring her rescuer's award; Cadet Surette; H. R. Gillard, the league's national secretary, and Lt. D. H. Mitchell, commanding officer of RCSC Chebogue. (Bob Brooks Photo, Yarmouth, N.S.)



Michelle Nichols, vocalist with the Lionel Hampton band, signs an autograph for Ldg. Sea. E. L. Holman, of HMCS Antigonish, during a dance program at the Fleet School, Naden, on October 9. A capacity crowd attended the event. (E-58280)

THE COURT OF ADMIRALTY

A student of naval tradition, Lt.-Cdr. A. D. Taylor plots the course of maritime justice over six centuries

THE COURT of Admiralty of England in 1960 marked its 600th anniversary. The year also saw the eighth centenary of the promulgation of the most important mediæval source of maritime law, the Laws of Oleron.

The long history of the Court dates from Edward III's grant of letters patent on July 18, 1360, to Sir John de Beauchamp, appointing him to be "the King's Admiral of all the Fleets of Ships of the South, the North and the West, with full powers of hearing complaints of those things which pertain to the office of Admiral as of right and according to maritime law . . ."

The first recorded case in the Court of Admiralty was heard in 1361. The Court is said to be the oldest international court of law still in existence. It is truly international in that it has always functioned in time of war as a prize court, administering the Law of Nations. Many foreign ships, by consent, now come under its jurisdiction and so help preserve its historic international character.

Modern rules of navigation and maritime commerce have their origin in the *Lex Rhodia* (Rhodian Sea Law) which governed trading in the Mediterranean some 1200 years ago. The shipping laws of the Republic of Rhodes, which had originated with the Phoenician merchants of Tyre and Sidon in about 1500 BC, were adopted by Rome in the Digest of Justinian, and by other Mediterranean states. From the original *Consulato del Mare* (Consulate of the Sea), which dates from an early century but was not recorded until 1494 AD in the Kingdom of Aragon (now Barcelona), the Rhodian Law probably passed to the Assizes of Jerusalem. From the latter source the laws were recorded in a revised form in the 12th century by William de Forz, the commander of a part of the Spanish fleet taking part in the second Crusade, who took them back to the Island of Oleron in Aquitaine, near La Rochelle in France.

Following Henry II's accession to the throne in 1154 Oleron became an English possession. The Roll or Rule of Oleron, issued in 1160 by Eleanor of Aquitaine, duchess of western France and wife of

Henry Plantagenet, is the most important mediæval source of maritime law and custom. Based on the decisions of the Merchant Court of the island in the Bay of Biscay, the Law of Oleron was accepted throughout northwest Europe as the commercial law for the eastern Atlantic coastal trade.

In states other than England, that is on the shores of the North Sea and in the Mediterranean, the laws of the sea and the Law Merchant were administered by a variety of courts, which administered justice according to some strange rules and procedures. In the year 1194, when Richard I stopped at the island of Oleron, there were only local seaport courts in England. These courts of local officials and merchants sat, as did the maritime courts in other states, on the foreshore from high tide to the next high tide.

A case of seizure of a ship at sea was brought before the Court of Common Pleas in 1296. The defendant argued that the court was without jurisdiction since "there is assigned on behalf of the King upon the sea an Admiral to hear and determine matters upon the sea, and we suppose not you are minded to curtail their jurisdiction". It is recorded that the judge of the common law court replied: "We have general power throughout the whole of England, but of the power of the Admirals of whom you speak we know nothing. Nor are we minded to yield any of our power if it be not done so by command of the King of which you show nothing."

THE MOST FAMOUS of the local maritime courts was that of the Cinque Ports. Originally there were three towns in the group: Dover, Romney and Sandwich. William the Conqueror added Hastings and Hythe, and is said to have been responsible for the name Cinque Ports, which has remained, although before the reign of King John (1199-1216) Winchelsea and Rye were also added. The privilege of maritime jurisdiction enjoyed by these boroughs was granted by the sovereign in exchange for the supply of ships and seamen for the Royal Navy.

Richard I (the Lion-Hearted) applied the Roll of Oleron, which he obtained in 1194 on his return from the third Crusade, with little change to his English fleet. Through him the *Lex Rhodia* was adopted as a maritime code, not only in Britain, as the *Ordonnances*—the earliest known Articles of War—but in the Baltic as the Laws of Wisby (in Gotland, Sweden), and in the many north-European towns which comprised the Hanseatic League, as the Lubeck or Hanseatic Code. These bodies of law, recording the rights of foreign ship-owners and traders, formed the original basis for international law of the sea.

The 35 Laws of Oleron (or "The Judgments of the Sea") made a considerable and a lasting impression on the law of the sea in England, for they were incorporated into the Black Book of the Admiralty, in which was recorded in the 14th century all the law relating to seafaring under the British flag. Through the 14th to the mid-18th centuries the Black Book was in use as the authority for British maritime law. The oldest copy of this famous book, dating from about 1430, but not earlier than 1422, is still held by the Admiralty Court, although it is retained by the Public Records Office in London. It contains ". . . the ancient statutes of the Admiralty, to be observed both upon the ports and havens, the high seas and beyond the seas . . ."

It is unlikely that any English court had complete jurisdiction in maritime matters before 1360. Probably an admiralty court was established in order to deal more effectively with piracy, which has been defined as "robbery committed within the jurisdiction of the Admiralty". Efforts from 1300 to 1350 were generally unsuccessful; there was no single authority which exercised jurisdiction in this field of the criminal law.

The significance of Sir John de Beauchamp's commission in 1360 as Lord High Admiral was that it gave to one man command of all the fleets and maritime jurisdiction over and above the usual disciplinary powers of an admiral. The commission, which marks the beginning of the English Court of Admiralty,

authorized him to appoint a vice-admiral or deputy to administer the laws of admiralty while he should retain the admiral's jurisdiction over the fleets in matters of command and discipline. The admiral's deputy, or judge-in-admiralty, was usually a man trained in the civil law, i.e. the law which had been developed by the Romans and had come down from the Digest of Justinian.

THE FIRST Court of Admiralty was presided over by a deputy of the Lord High Admiral; the law applied was based largely on the Laws of Oleron. But though the Court of Admiralty had a general maritime jurisdiction, certain local courts such as the Commissions of Oyer and Terminer (criminal courts), retained their special jurisdiction in the environs of their own ports. There was a concurrent jurisdiction between the high and low water marks since the Admiralty Court claimed jurisdiction on the high seas from the high water mark. This arrangement was far from satisfactory, and there were bitter disputes over jurisdiction for at least the first 300 years of the Court's long history.

Despite restrictive statutes in 1389, 1391 and 1400, conflict between the jurisdiction of the Admiralty Court and that of the common law courts persisted until 1875 when the two jurisdictions became concurrent. But until the act of 1873 which established the Court of Admiralty as a component of a division in the High Court of Justice, the Court was restricted as to subject matter and place of a legal action by the common law courts. The latter had a practice of dealing with cases in which the cause of action had occurred at sea by stating as a legal fiction, that the action had taken place on land, i.e. "within the body of an English county"; in at least one case a position in the Bay of Biscay was said to be in one of the wards of the City of London.

The Royal Exchange was a favourite fictitious location for the completion of maritime contracts. While by such fictions the common law courts were able to usurp jurisdiction over contracts of affreightment, charter-parties, etc., completed abroad, these courts were never able to deal with collisions, maritime torts (civil wrongs), or securities in ships. An act of Henry VIII gave the Admiralty Court jurisdiction in matters of freight (i.e. shipping charges) and cargo.

To protect against usurpation of jurisdiction by the common law courts, the Admiralty Court had no recourse other than to petition the sovereign. As the result of such an appeal, Queen Elizabeth I wrote in 1570 to the Mayor and Sheriffs of London:

"To heare and determine all manner of causes and suites arising of contracts and other things happening as well upon as beyond the seas by attachments or otherwise, the knowledge whereof doth properly and specially belong and appertaine unto our Court of Admiraltie, faying the same contrary to the truth to have been done within some parishe or woarde of that our citie of London; like as wee think it very strange that by such untrue surmises the prerogative and jurisdiction of our said Court of Admiraltie should be usurped by you and our said Admirall and his Lieutenant defrauded of that which is due unto them; soe wee thought it meete straightly to charge and command you to forbear to intermeddle with any matter, cause or suite proceeding of any contract or other thing happening upon or beyond the seas in any other place within the jurisdiction of the Admiraltie".

For its part, to avoid conflict with the jurisdiction of the local Assizes, the common law criminal courts, the Admiralty Court hanged pirates from gibbets erected in tidal waters, and left their bodies to be washed over by three successive tides. Theft of a ship's equipment or stores over the value of ninepence was punishable by death in the 14th century. As with pirates, thieves were hanged on a gibbet below the low water mark.

"Pirates and robbers by sea are condemned in the court of the admeraltie, and hanged on the shore at lowe water marke, where they are left till three tides haue ouerwashed them".

CRIMINAL jurisdiction on the high seas, which was vested in the Court of Admiralty until 1536, was then held by the judges of the common law courts until 1835, at which date it was formally given to the Central Criminal Court in London. That court, popularly known as the Old Bailey, "has jurisdiction to hear and determine any offences committed or alleged to have been committed on the high seas and other places within the jurisdiction of the Admiralty of England". In fact the Court of Admiralty had sat in the Old Bailey for criminal cases for more than a century before 1834. Captain William Kidd, the English privateer who turned pirate, was tried at "The Admiralty Sessions at the Old Baily", and on conviction was hanged at Execution Dock in London on May 23, 1701.

England for centuries, and even as late as the early 18th century, claimed to possess "Sovereignty of the Sea" over the English Channel and the North Sea. While the Court of Admiralty inter-

preted the English maritime law, the Royal Navy saw to its enforcement.

After the Restoration in 1670 the common law courts were successful in forcing a lean period on the Admiralty Court, the latter being saved until the early 1800s only by having the sole jurisdiction in prize. Between 1803 and 1811 there were over a thousand prize cases a year, and in some years the number exceeded two thousand. Thus while the jurisdiction of the Admiralty Court had again become restricted, in fact more so than in its earliest days, it had become of great importance.

The court was described in 1803 by Nathaniel Johnston, the founder of a British shipping firm, as "one of the most villainous courts in Europe, always on the look-out for pickings."

Parliament abolished the local maritime courts in 1835, and extended the jurisdiction of the Admiralty Court through the Admiralty Court Act of 1840. It is in this statute that we find the first reference to the *High Court of Admiralty*. A second Admiralty Court Act in 1861 further enlarged the court's jurisdiction, and again it grew in importance.

In 1875, when the Supreme Court of Judicature Act of 1873 came into effect, the High Court of Admiralty became a part of the High Court of Justice. It formed, with the two other great branches of the civil law, the Probate, Divorce and Admiralty Division. Roman law, as derived from the Digest of Justinian through Oleron and the Black Book, remained of considerable authority in the Royal Courts of Justice, but could not be pleaded in the common law or chancery courts where case law and equity respectively took the place of the principles of Roman civil law. It is for this reason alone that Admiralty now finds itself in association with the two other fields of Roman law, Probate and Divorce.

The President of the Division sits alone in prize cases; appeals are to the Judicial Committee of the Privy Council. The President or puisne judges of the Division preside without juries in other admiralty cases, with appeals to the Court of Appeal and the House of Lords.

The Elder Brethren of Trinity House (whom Samuel Pepys, Secretary to the Admiralty from 1660 to 1669, referred to as "The Old Jokers") sit in the High Court of Admiralty in maritime cases as nautical assessors. Their function is to give expert evidence, usually in open court, on issues of fact concerning seamanship and navigation; they cannot be cross-examined. A judge-in-admiralty is not obliged to request the services of an assessor nor to accept his advice. The Elder Brethren may also advise in

appeals of admiralty cases in the Court of Appeals and the House of Lords.

THE INHERENT JURISDICTION of the Admiralty Court over torts on the high seas was extended by the Admiralty Court Acts of 1840 and 1861, and by the Merchant Shipping Act of 1911. Now the court has jurisdiction both on the high seas and in the English counties for any damage done to or by a ship.

Salvage, in which the rates are dependent on the circumstances, and general average, in which every loss arising from the sacrifice of property, or the incurring of expense for the preservation of a ship or her cargo, is shared by all who are interested in the particular "maritime adventure", as well as marine insurance, are all features of modern maritime law which have survived, without appreciable change, from the *Lex Rhodia*.

The fowl anchor, the ancient symbol of admiralty, is mounted above and behind the President or presiding judge of the Court of Admiralty. The other famous symbol of admiralty is the silver oar mace, which is carried by the Admiralty Marshal as a baton of office and is laid before the court when it is in session. Formerly the Marshal carried the oar over his shoulder as he led a convicted pirate to his execution. A further symbolic function of the Admiralty Marshal which is still performed is that, in the recognition of a ship as a personality which can be sued, the Admiralty Marshal affixes a writ of

action to the foremast of the ship. The Marshal can execute a warrant of arrest against a ship, and may release her on the posting of bail.

The jurisdiction of the Admiralty Court was consolidated by section 22 of the Supreme Court of Judicature (Consolidation) Act, 1925. This same section is set out as a schedule to the Canadian Admiralty Act of 1934. Before Confederation admiralty law was administered in the provinces of Nova Scotia, New Brunswick, Prince Edward Island, and Lower Canada by vice-admiralty judges who were appointed under commission by the Admiralty in England. While the governors were *ex officio* vice-admiralty judges in the earliest days of the British colonies, it later became the practice to appoint judges of the Supreme or Superior Courts of the provinces of British North America; this was due to their legal qualification rather than their status on the bench. Subsequently, by the Vice-Admiralty Courts Act, 1863, and the Vice-Admiralty Courts (Amendment) Act, 1867, in which admiralty jurisdiction was further defined, the Chief Justice of the Supreme Court in each British possession was appointed an *ex officio* judge of the Admiralty Court, except when an appointment was made by the Admiralty. Thus, at the time of Confederation, the Dominion of Canada had no Admiralty Court of its own; the Vice-Admiralty courts in the Canadian provinces continued to function under the Vice-Admiralty Courts Acts as federal courts.

A court having maritime jurisdiction was created in Ontario in 1877. The Admiralty Act of 1891 in Canada gave original and appeal jurisdiction in maritime cases to the Exchequer Court of Canada, the only other federal court with the Supreme Court of Canada. The Admiralty Act of 1934 gave to the Exchequer Court its present jurisdiction as the Admiralty Court for Canada. Each province, other than Saskatchewan and Alberta, is an Admiralty District. The District Admiralty Courts are presided over by District Judges in Admiralty who are usually superior or county court judges. Appeals from the District Admiralty Courts are to the Exchequer Court, with a final right of appeal to the Supreme Court of Canada. The Admiralty Act of 1934 gives to the admiralty courts in Canada the same jurisdiction as the High Court of Admiralty in England, and any additional jurisdiction conferred by other Canadian statutes, e.g. the Canada Shipping Act.

The very great powers granted to the Lord High Admiral in 1360 have long since been divided: his naval command is exercised by the Lords Commissioners for Executing the Office of Lord High Admiral of the United Kingdom; the President of the High Court of Admiralty has sole jurisdiction in prize cases; he and other judges of the Probate, Divorce and Admiralty Division of the High Court of Justice have jurisdiction in all other maritime causes; the various divisions of the criminal courts of the United Kingdom administer criminal jurisdiction.—A.D.T.



Twenty-three chief petty officers and petty officers serving throughout Canada as RCN recruiters were in Ottawa October 24 to 28 for a recruiting course. Aim of the course was to provide instruction in the training methods and trade classification system in Cornwallis, recruiting standards, administration, marking and interpretation of recruiting tests, documentation procedures, advertising, public relations and the ROTP Venture recruiting program. Those attending the course were: Front row, left to right, PO F. E. Snooks, CPO J. A. Pilon, CPO I. N. Doucet, CPO R. S. Bussey, CPO G. B. Thomson, Lt.-Cdr. E. A. Grant, course officer; CPO W. A. Robinson, CPO E. H. Grant, CPO G. H. Canuel, CPO L. S. James and PO H. A. Chartier. Back row, left to right, CPO John McDonald, CPO J. L. Caygill, CPO B. M. Nicholls, CPO C. J. Pepper, PO J. J. Hemphill, PO J. A. Mason, PO R. C. Bradley, CPO A. C. Geizer, PO J. H. Draibye, PO A. R. Reeves, PO R. V. McLuskie, PO F. H. Kuhn and PO E. L. Hemming. (O-13205)



The Watts Naval Training School founded by Dr. Barnardo.

WHEN DR. BARNARDO WENT NAVY

Each year Canadian naval personnel serving at HMCS Niobe in London, England, take children from Dr. Barnardo's Homes for an afternoon outing during the Christmas season. A picture story in The Crownsnest on the 1959 party led E. H. Cooper, of Toronto, to write the following account of a Barnardo enterprise little known in Canada—that of training boys for service at sea. Mr. Cooper, who is an active supporter of the Barnardo work on behalf of homeless children, attended the Watts Naval Training School, described here, during the tender years from 7 to 11.

BEFORE THE DAWN of the present century an outlet for the ever-increasing male population within his Homes posed a problem for Dr. Barnardo's solution. How he met and solved this problem forms the foundation of an interesting story based on facts and backed by records of achievement.

He realized that one solution could be found in training young boys for a career in Britain's Royal Navy. But how and where? For this a training-ship was necessary but not forthcoming.

In 1901 Edmund Watts, an English shipbuilder, purchased the County Agricultural College of Norfolk (England), suitably situated upon a hill, having 54 acres of land thickset with trees and shrubs. Bordering its western boundary flowed the River Wensum—indeed an ideal spot for a naval training

school. The college building lent itself admirably to conversion and to that end Mr. Watts expended some thousands of pounds. After the building had been reconstructed to resemble a huge ship with bridge and helm, decks and quarterdeck, he presented it to Dr. Barnardo that he might carry out his plan.

Sir Fenwick Watts, son of the donor, forthwith furnished England's "ship on land" from topsail to hatch-bottom and from bow to stern, in addition to which he subscribed £10,000 toward its maintenance. In grateful acknowledgement of this expression of kindness and their generous contribution to his cause, Dr. Barnardo fittingly called it "The Watts Naval Training School".

With everything ship-shape and in readiness, more than 300 boys—chosen

because they were admirably fitted physically and mentally for a naval career—moved in without ceremony in 1902. Shortly after its establishment as a Naval Training Centre, WNTS received official recognition of the British Admiralty.

Herewith a few salient features of the school: It housed and trained more than 300 boys at a time for the Navy. Many of those embryo Jack Tars started "sailing" at seven. At 16 years of age they finished at Watts Naval School and proceeded to the Royal Naval Training Establishment at Shotley—the Government's naval school, where they spent their final year acquiring the "polish" before entering the Senior Service.

At Shotley, boys from Watts Naval Training School left their "footprints in the sands of time", inasmuch as they have been known after final examinations to carry off three-quarters of the first prizes and a large percentage of the second. According to a signed report of the commanding officer at Shotley, dated June 15, 1926, it was a boy from Watts Naval Training School who won "the highest marks ever obtained by a signal boy in final examinations", and

at Shotley, where there are about a thousand lads in training, competition is forever keen.

Before that, came the First World War in August 1914. More than 400 boys trained at Watts Naval Training School were to be found on the high seas in His Majesty's service in submarines, battleships, destroyers and cruisers of the British Fleet. One ship alone was reported to have had ten Watts Naval School boys in her company. It is doubtful indeed if any single school within the British Commonwealth of Nations could have eclipsed that record.

Six boys from WNTS had a share in that memorable raid upon Zeebrugge, while two others from the same school went to their deaths with Kitchener of Khartoum when HMS *Hampshire* sank in the English Channel. Annually on Armistice Day the young tars of the Naval School remember before God 44 Watts Naval School boys who gave their lives in that heroic conflict.

If for that alone, the Watts Naval Training School had indeed justified her existence as a Naval Training Centre. Had it not measured up to the required standards of the Royal Navy one can rest assured the Barnardo Homes would not have risked a second attempt in this regard. The appearance of the Russell-Cotes Nautical School some 15 years

later in Parkstone, Dorset, was in itself a tribute to the success of WNTS.

The Russell-Cotes Nautical School opened at Parkstone in 1919 with 13 ten-year-old boys. Its chief function as a nautical school was to train boys for the British Mercantile Marine. While "Watts" was strictly a naval training school maintaining an exacting discipline, it had its counterpart in the Russell-Cotes School, for in the latter the discipline was not relaxed, the school curriculum not less rigid, nor were its schoolmasters or nautical instructors less exacting in their demands upon those "merchant seamen" in embryo, nor were its standards in anyway inferior to those of the Norfolk School.

Trained for the British Merchant Navy, RCNS boys have manned the merchant ships of Britain's leading shipping companies, some of them as licensed and others as unlicensed personnel. Those who successfully pass the prescribed examinations required of wireless operators are found a berth as radio operators in the Royal Navy, or as qualified "sparks" in the Mercantile Marine. For 30 years the Russell-Cotes Nautical School had sent a steady stream of thoroughly trained lads into the Merchant Navy, and thus achieved the purpose of its establishment in 1919.

Then came the merger of 1949.

In that year, after it had contributed an enviable list of commanders, lieutenant-commanders, a generous sprinkling of officers in lesser ranks and numerous Jack Tars to the Royal Navy for 47 years, the Watts Naval Training School closed its doors, stripped the school of its naval trappings and moved the "ship's complement" to the Russell-Cotes Nautical School at Parkstone. The name of the Watts Naval Training School remains well known throughout the Royal Navy and its boys, along with their contemporaries of the RCNS, will be long remembered for their success on the high seas, an honour to their country, their respective schools and the Barnardo Homes.

So we find that "Parkstone Sea Training School" is the new name of the former RCNS adopted at the time of the merger in 1949. Because the work had to go on, the school has carried on valiantly with its double-barrelled job. The former Captain Superintendent of Watts Naval School is in charge at Parkstone. There is no doubt that under his guidance and with true naval distinction he will maintain the traditions set by the two schools which have preceded and comprise what is now officially known as the Parkstone Sea Training School.

CHIEFS, POS HEAD BACK TO SCHOOL

BACK TO SCHOOL again went 23 Chief and petty officers with the opening of the third Branch Officer Candidates' Education Course at *Naden* on October 17. Ahead of them lay a program of intensive studies that would keep them occupied until the end of next May.

The students, all with years of naval service behind them and ranging in rank from petty officer first class to chief petty officer first class, could draw on the experience of the two groups that preceded them.

The second Branch Officer Candidates' Educational Course, which ended early last summer, qualified 17 students educationally for promotion to commissioned officer—all that began the course in October 1959 except for one who withdrew for medical reasons.

Their service of from 12 to 20 years on the lower deck had made them well-versed in their own trades. What they sought during the course was to broaden their intellectual horizons, to improve their powers of written and oral communication and to fit themselves for the responsibilities of commissioned rank.

The course ranged through mathematics, science and political geography to Canadian history and English literature. Lectures were designed to permit maximum student participation and guest speakers brought them new insights into a wide variety of topics. Field trips were included in the curriculum, as were visits to places of historic and educational interest in Victoria and district.

The students gained practical experience in navigation and seamanship during a four-day cruise in the training yacht HMCS *Oriole*, during which they visited the annual Cherry Blossom Festival in Bellingham, Washington.

The cruise through the Gulf Islands provided them with opportunity to try their skill in pilotage and navigation. For most of them, it was their first time under sail, despite their one or two decades of service at sea in all types of RCN ships.

The voyage was a welcome break in the long round of classroom studies and the students felt it paid dividends during the examinations held shortly after.

Formerly the educational courses offered to lower deck personnel, selected with a view to promotion to commissioned rank, were made up of a variety of subjects based on the requirements of each student's particular trade. Now the course has a general academic approach, each student taking the same subjects. From this has emerged a more closely-knit group, exhibiting singleness of purpose and mutual help.

It's quiet around the house, with Dad settled down for a long evening of homework, so provision has been made for a number of well-spaced social events during the year for students and their families.

At the beginning of each course a coffee party is held to enable the wives to get acquainted with each other. A class get-together is held after each set of examinations and, at graduation time, a dinner dance is the event of the year.

The students of the second course felt the program was an exacting one but found gratification in their achievement and confidence in approaching their new duties.—C.C.



THE CHRISTMAS gift of the year, navy-wise, appears to have been "H.M.C.S.," a collection of some of the finest pictures taken of Canada's part in the Second World War at sea.

Many of the photographs are familiar through their widespread reproduction in newspapers, magazines and books about the war. This is particularly true of the pictures of the D-day landings, which were the first to reach Canada and, in the jargon of the press, a "scoop".

The factual, the dramatic and the artistic are equally brought into focus by Gilbert A. Milne's camera lens. So are a thousand memories.

A former naval information officer who knew Milne well during the war years is Stuart Keate, former Lieutenant-Commander, RCNVR, now pub-

lisher of *The Victoria Times*. Excerpts from his review of the book follow:

"One of the best of naval war photographers was Lt. Gib Milne, of Toronto, who breezed through the whole show as if it had been staged for his benefit. To his craft he brought an artist's eye, considerable courage, and a knack for getting along with people.

"With four of his war-time pals, Milne has produced in 'H.M.C.S.' the book every Canadian navy man has been

**BOOKS for the
SAILOR**

waiting for and, in so doing, has justified and honoured the entire information service.

"The four collaborators are Max Newton, one of Canada's top layout men and now production editor of *Weekend* magazine; Joseph Schull, the author and playwright; Scott Young, sports columnist of the *Globe and Mail*; and Frank Lowe, war correspondent and associate editor of *Weekend*. . . .

"'One Photographer's Impressions' is the subtitle of the volume, but they cover almost every theatre of Canadian action at sea. Here are the unlovely corvettes, bucketing into Atlantic gales; sleek Tribal class destroyers, with the late Admiral Percy Nelles delivering a good-luck message to the crew of HMCS *Athabaskan* from a catwalk over the torpedo tubes; the frigate HMCS *Swansea* almost lost from sight behind the heaving seas; the landing-craft debouching valiant men on the beaches of Normandy; the jubilant Greeks waving home-made banners as they were 'liberated' by photographer Milne and his partner, Young.

"Milne's striking pictures are preceded by 30 pages of text (the work of Young, Schull and Lowe) in which some of the great battles of the RCN are recalled. . . ."

In his closing paragraphs, Lt.-Cdr. Keate calls "H.M.C.S." "a book of a thousand memories, a permanent record of duty done and friendships made fast under the White Ensign."

The title of the book is derived from the war-time cap tally, from which the name of ship or establishment had been deleted for reasons of security.

The book deserves the widest distribution on its own merits, but an added reason for wishing it well lies in the generosity of the authors, who have donated all royalties to the RCN Benevolent Fund.—C.

H.M.C.S., by Gilbert A. Milne; published by Thomas Allen Limited, Toronto; 141 pages; \$6.50.

SAILS OF THE MARITIMES

THE MARITIME MUSEUM of Canada, Citadel Hill, Halifax, has sponsored the first publication of a unique Canadian work: the story of the three- and four-masted schooners of the Atlantic provinces. The publication of this story in book form was made possible by a generous financial grant from the Canada Council.

The author of this history, John P. Parker, MBE, Master Mariner, Superin-

tendent of Pilots in Sydney, Cape Breton Island, writes from personal experience. The book opens with a description of the tern schooner *St. Clair Theriault* which he owned and operated for three years before she was lost in an Atlantic storm. This chapter is a classic short story of the sea.

Captain Parker traces the history of the shipbuilding industry in Atlantic Canada from the great days when Canada ranked fourth among the ship-owning nations of the world to the 1920s when construction of three-masted fore-and-aft rigged cargo schooners ceased. He continues with details of all the three- and four-masted Canadian-built schooners and rounds out the book with an alphabetical list of these lovely ships.

This is a work to delight both the historian and the practical sailor. The facts have been compiled and portrayed in a scholarly manner and every figure has been checked for authenticity. At the same time, there are sail plans, waterlines and profiles for the ship builder and detailed descriptions of rig,

equipment and design for the ship owner. The photographs are many and excellent.

It is seldom that a reviewer helps to publish the book he is writing about but this is one of those occasions. In 1957, I met Captain Parker in Sydney and learned of his valuable manuscript and his unique records of the vanished schooner. It had not proved possible to get the work published as an ordinary commercial venture but it clearly deserved publication. I enlisted the co-operation of the Maritime Museum of Canada, obtained a reasonable quotation for the design, printing and binding of the book and played some part in getting the financial support of the Canada Council for publication. Thus I am well acquainted with its merits and with its author.

One of the aims of the Maritime Museum of Canada is the interpretation of our maritime heritage. It would be difficult to find a better interpretation of this area of our history or a more graceful presentation of a graceful subject. It

is expected that the first run of the work will be soon exhausted. The Museum sells this delightful book at the bargain price of \$5 a copy. It's required reading.—C.H.L.

SAILS OF THE MARITIMES, by John P. Parker. Maritime Museum of Canada, Halifax, N.S.; \$5 from the Museum.

HYDROFOIL ADVOCATE

WHILE THE RCAF Staff College *Journal* for 1960 ranges widely over Canadian and international affairs, interest of naval readers will undoubtedly centre on Lt.-Cdr. W. E. Clayards' discussion of the potentialities of hydrofoil craft in ASW.

Lt.-Cdr. Clayards, who took over the command of the frigate *Swansea* on September 1, was naval liaison officer at the Defence Research Board's Naval Research Establishment in Dartmouth. The NRE for several years has been investigating hydrofoil craft, which have the virtue of being able to maintain high speeds in rough seas.

"Hydrofoil Craft—A New Hope for NATO's ASW Problems", as Lt.-Cdr. Clayards' article is entitled, won honourable mention in the *Journal's* essay contest.

The \$250 prize essay is by Professor James Eayrs, of the Department of Political Economy, University of Toronto, whose subject is "Canada, NATO, and Nuclear Weapons". He has a slight naval connection, too, having served as an ordinary seaman (UNTD) from October 1944 to January 1946. He reaches some interesting conclusions on whether Canada should acquire her own retaliatory nuclear weapons (no) or allow the U.S. to establish bases for such weapons in Canada's northern territories (yes).

In this age, when it is of utmost importance that the layman should have a basic understanding of science, the scientist's language all too often goes beyond the comprehension of men well-educated in other fields. This is dealt with in Dr. Arthur Porter's article, "Reflections on the Problem of Human Communication".

Dr. Porter, who is dean of the College of Engineering, University of Saskatchewan, faced the problem of which he speaks as a scientific officer at the Admiralty during the Second World War.

The three articles mentioned above should make it clear that the *Journal* is not a propaganda organ beating the

AN OLD HAND RETURNS TO THE LOWER DECK

WITH THE PUBLICATION of his third book, "Return to Sea," William H. Pugsley has produced half of the non-fictional works dealing with the Royal Canadian Navy. This fact is not so much a compliment to Pugsley as a reflection on the shrinking-violet attitude of retired senior officers who could produce some interesting and possibly piquant memoirs if they would only disabuse themselves of the unreasoning conviction that their service must remain forever silent. Until the millennium arrives, however, the reading public will have to be satisfied with books which deal solely with ships at sea and the men who sail in them.

Such a book is "Return to Sea," and it could best be described as a post-war version of "Saints, Devils and Ordinary Seamen". The author revisits the Navy, finds himself "deposited with a bump" on the lower deck again, and compares the personnel of the '50s with those of the '40s. Predictably enough, he finds them much the same. The characters, the pranks, the 'beefs', the good and bad qualities described in the earlier book are here, altered only by the comparative complexity of their technological setting.

The author takes a pilgrimage to *Stadacona* and *Cornwallis*, describes a

modern anti-submarine exercise in a DDE, lingers fondly in a Tribal, and finishes with an interesting chapter on life in the *Bonaventure*.

The conclusion deals with recruiting methods, promotion, recreation and adaptation to civilian life, describing improvements made since 1945 and suggesting further ones. Indeed, the main interest of the book lies in its contrasts and reminiscences, and for this reason it will appeal largely to lower deck veterans of the Second World War.

This is a difficult book to assess, which is surprising, since superficially its *raison d'être* is simplicity itself. The author obviously loves the Navy and wishes to write about it lovingly. This he succeeds in doing, although he loads the book far too heavily with largely repetitive anecdotes. One suspects that if Professor Pugsley were to don a McGill jacket and pussyfoot through a college residence, he would observe practical jokes that compare favourably in ingenuity with those he describes so interminably in "Return to Sea." However, he makes his point about lower deck *bonhomie*.—M.S.

RETURN TO SEA, by W. H. Pugsley, Lt.-Cdr. RCN(R) (Ret.); published by Collins, Don Mills, Ont., 1960, illustrated with 15 photographs. \$4.50.

RETIREMENTS

drum for any one service. The whole spectrum of the defence problem is fairly presented.

Two articles discuss the doctrine of "deterrence", the chances of finding a defence against the ballistic missile are weighed by Dr. George R. Lindsay, Director of the Defence Systems, Analysis Group, Department of National Defence, Ottawa, and the noted British military analyst, Captain B. H. Liddell Hart, draws lessons from the Second World War. Wing Commander John Gellner, RCAF (Ret), a military commentator of wide repute, has some pointed things to say on what the fall of France 20 years ago means to the world today.

Another item of interest in this meaty package is that the *Journal* essay contest, open to all serving and former members of the Canadian Armed Forces and the Civil Service, will be held again in 1961. The contest offers a prize of \$250 for an unsolicited essay, not exceeding 5,000 words in length, likely to stimulate thought on military, and particularly air force matters. Manuscripts must reach the editor of the *Journal* by June 1, 1961.—C.

THE RCAF STAFF COLLEGE JOURNAL, published at the RCAF Staff College, Armour Heights, Toronto 12; \$1.

CPO FRANK EDWARD AVES, C2ET4, of Preston, Ont., served in RCN October 11, 1932 to September 18, 1954, rejoined September 18, 1953; served in *Naden, Stadacona, Saguenay, HMS Vernon, St. Laurent, Fundy, HMS Victory, Skeena, Hochelaga, Columbia, Cornwallis, Niobe, Ottawa, Peregrine, Scotian, Quebec, Huron, Cape de la Madeleine*; awarded CD; retired December 30, 1960.

CPO HERBERT CHARLES BATTEN, C1BD4, of Winnipeg, Manitoba, served in RCNVR November 27, 1940, to December 17, 1945; joined RCN April 20, 1946; served in *Naden, Stadacona, Niobe, Peregrine, Malahat, Cornwallis, Ontario*; awarded RCNVR Long Service and Good Conduct Medal, CD; retired Dec. 12, 1960.

CPO ROBERT JOHN FREDERICK HAMILTON, C2LT4, of Saskatoon, Sask., served in RCNVR May 23, 1939; transferred RCN February 15, 1941; served in Saskatoon division, *Naden, Armentieres, Sans Peur, Stadacona, Kamloops, Edmundston, Givenchy, Cornwallis, Bayfield, Cougar, Stormont, HMS Ferret, HMS Drake, Niobe, Peregrine, Avalon, Hawkesbury, Humberstone, Crescent, Sumas, Aldergrove and Coverdale* wireless stations, Ontario, *Sioux, Cayuga, Outremont*; awarded CD; retired December 16, 1960.

CPO JOHN LEO HINES, C1RR4, of Lantz Siding, N.S.; joined RCNVR January 24,

1940; transferred RCN August 23, 1940; served in *Stadacona, Avalon, Niagara, HMS Nabob, Niobe, Peregrine, Micmac, Scotian, Shearwater, Magnificent*; awarded CD; retired December 7, 1960.

CPO FREDERICK EDWARD HOPCRAFT, C1HT2, of Roxeter, Ont., joined RCNVR December 16, 1940; transferred RCN June 18, 1945; served in London division, *Stadacona, Sambro, Avalon, Protector, Cornwallis, Peregrine, Scotian, Shelburne, Provider, Warrior, Magnificent, Iroquois, Star, York*; awarded CD; retired December 18, 1960.

CPO ROBERT JEROME MACNEIL, C2CK3, of Canso, N.S., joined RCNR September 25, 1939; transferred RCN October 2, 1945; served in *Stadacona, Restigouche, Prince Henry, Cornwallis, Micmac, Warrior, Magnificent, Nootka, Naden, Restigouche*; awarded CD; retired December 13, 1960.

CPO JOSEPH ALBINAS PETERS, C2ER3, of Charlottetown, P.E.I., joined RCNVR April 7, 1934; transferred RCN December 21, 1945; served in Charlottetown division, *Stadacona, Saguenay, Protector, Niagara, Hochelaga, Fort William, Cornwallis, Drummondville, Peregrine, Port Francis, Scotian, Qu'Appelle, Warrior, Magnificent, Quebec, Crusader*; awarded Long Service and Good Conduct Medal in 1942 and CD in 1954; retired December 20, 1960.

THE LEGEND that the three stripes of white tape on the collar of the seaman represent Lord Nelson's three great naval victories probably still survives, although no basis in fact can be found for it.

Similarly, the unfounded story that the black silk is worn in memory of Nelson would also appear to have a tenacious hold on life.

Major Frederick V. Longstaff, Ret., of Victoria, whose writings on West Coast naval subjects are well known and who is a member of the Society of Nautical Research, has gone to authoritative sources for the truth about the two legends. His observations follow:

"The sailor's blue jean collar has worn on the edge three stripes of white tape,

and many explanations have been quoted since 1860. The *Mariner's Mirror* of October 1948, page 308, quotes the wording of the Admiralty Circular of January 30, 1857.

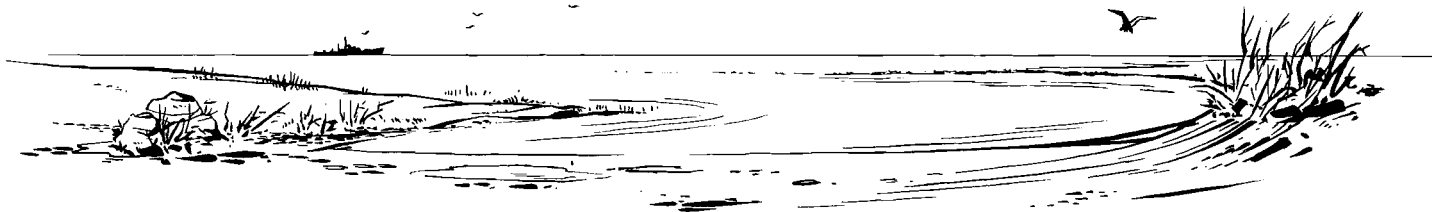
"The Commander-in-Chief Devonport forwarded a joint report by the commanding officers at that port in which the description of the suggested duck frock was: 'Collar and wristbands of blue jean, having a border of three rows of 3/16 of an inch white tape, 1/8 inch apart, with white metal button at the wrist.'

"The Devonport proposal was adopted almost verbatim, the wording of the Admiralty Circular of January 20, 1857, being: 'A duck or white drill frock, to be made with collar and wristbands of

blue jean, each having a border of three rows of 3/16 of an inch white tape 1/8 of an inch apart with white metal dead-eye button at each of the two wrists.'

"The writer E. W. Bovil says: 'It will be noticed that HMS *Victory* was amongst the ships that favoured two rows, despite the well-known association with Nelson; I do not find in 1866 any indication that the choice of three rather than two rows was motivated by any desire to commemorate the number of Nelson's naval victories in this way.'

"It will be found that the black silk handkerchief was commonly worn by sailors before Trafalgar to protect the collar from pigtail tar. Hence it was already in use in 1857."



THE NAVY PLAYS

Shannon Park Backs Program

An outstanding six-week recreational program for tenants and dependents of Shannon Park came to a close in late August, but the tremendous enthusiasm generated makes it likely that the development will continue throughout the winter and on into 1961.

The start of the program saw 400 children registered and an average of 230 taking part in the daily activities. These activities included outdoor tabloids, bicycle rodeos, a beauty pageant, a track and field meet, a boxing match, talent shows, age group drama plays, volleyball, softball, picnics and tours.

Prizes were presented to individuals and teams finishing first in their particular activity by Commodore M. A. Medland, Commodore RCN Barracks, Halifax. Leaders were trained by well-qualified civilian and service personnel who did a most commendable job.

The training of the selected children at *Stadacona* gymnasium brought out latent talents in certain activities and cultivated leadership qualities in the individual. There was a great deal of enthusiasm displayed not only by the participating children but also by the parents and the remainder of the children as shown by the large attendance at almost every event.

Navy Promotes Skiing in N.S.

More noted for a rugged shoreline than for lofty mountains, Nova Scotia is, nevertheless, showing increased interest in the sport of skiing—and naval personnel are doing their share in promoting and participating in this winter activity.

"In fact," writes the Halifax Ski Club's historian, D. H. Mahon, "the Navy chaps as individuals play a large part in the affairs of the ski club and without them it would be impossible to keep the sport up."

Before the snow fell this winter, club members busied themselves in more than doubling the length of their ski run at Wentworth, about 75 miles due north of Halifax, from 1,000 feet to 2,500 feet. Most of the work, which included installation of a tow rope, was done on week-ends.

An active promoter of the ski club was its past president, Lt.-Cdr. K. D. Lewis, who has been succeeded by another member of the RCN, Cdr. A. B. C. German.

Carleton Enters Hockey League

HMCS *Carleton* has entered a team in the National Defence Hockey League in Ottawa.

The league is composed of teams from RCAF Rockcliffe, AFHQ, RCAF Up-lands, Army, RCMP and *Carleton*.

Navy Team Breaks First Place Tie

Navy moved into possession of the top spot in the Victoria Commercial Hockey League in mid-December when Neil Standley scored four times and Cliff Uhrens three to give Navy a 7 to 4 win over Pattersons and break the deadlock for first place.

It was a fast, rough game, with 16 minor, two major, and two misconduct penalties handed out.

Halifax Squadron Elects Officers

Cdr. P. G. Chance, of *Shearwater*, was elected commodore of the RCN Sailing Association (Halifax Squadron) at the annual general meeting in November at the club house, Seaward Defence Base, Halifax.

Shipwrights Carve Mast

Naden shipwrights, or in the modern vernacular Hull Technicians, for seven months kept their hand in with one of the "ancient arts" while keeping up with modern techniques at the same time.

The ancient art was the construction of an 80-foot wooden mast which was finally erected at *Naden* in September. The mast was formed from the rough timber by hand by *Naden's* Hull Technicians and was erected with the help of Dockyard riggers. Tradition was honoured when the mast was stepped with a 1960 coin under the foot.

The new executive includes: Cdr. A. B. German, *Stadacona*, vice-commodore; Lt.-Cdr. J. H. R. LaRoche, *Terra Nova*, rear-commodore; Lt.-Cdr. E. S. Parker, *Stadacona*, fleet captain service boats, and Mrs. Victor Goodridge, secretary-treasurer.

A call has gone out for applications from members of the RCNSA with certificates of competency to be considered for the roles as skipper of the naval yachts *Tuna* or *Goldcrest* (ex-*Grilse*) for 1961. Applications in writing are being received by the Commodore, RCNSA, *Shearwater*, N.S.

Stad Rink Wins In Digby Bonspiel

A *Stadacona* rink skipped by Jack Quackenbush won the Scallop Trophy in a three-day bonspiel sponsored by the Digby Curling Club.

Thirteen rinks from *Stadacona*, *Shearwater*, *Cornwallis*, the Maritime Air Command and the Digby Curling Club participated. General arrangements were under the direction of W. L. Troop, president of the Digby Club.

In the final play, Quackenbush's superb curling gave his team the trophy. In eight ends in the final match he missed only two shots. Members of his rink were Zip Sadoway, mate; Jerry Jardine, second; Bucky Harris, lead. In runner up position was a Digby team skipped by Garnet Neville.

Winner of the consolation award was James Ayer's rink.

The Scallop Trophy, a beautiful silver shell plaque, was presented by Digby club president W. L. Troop to the skip of the winning team at the close of play in the bonspiel.

Children Pass Swimming Tests

At *Naden* swimming pool in mid-December 204 children of naval personnel were examined by the Red Cross in swimming and 197 were passed on to a higher class.

For this outstanding achievement credit goes to their instructors, PO J. S. McClelland and Ldg. Sea. S. O. Duffey, both of whom put in long hours teaching the children to swim.

Naval Lore Corner

Number **89**
THE EVOLUTION OF THE
SAILOR'S UNIFORM

UNTIL 1857 THERE WERE NO OFFICIAL UNIFORM REGULATIONS FOR SEAMEN IN THE ROYAL NAVY. PRIOR TO THAT TIME SOME CAPTAINS DRESSED THEIR MEN IN UNIFORMS OF THEIR OWN DESIGN, WHILE IN OTHER SHIPS THE DRESS WAS LEFT MUCH TO THE MEN THEMSELVES AND MANY WERE THE ECCENTRICITIES DISPLAYED. THE SAILORS, FOR THE MOST PART, MADE THEIR OWN GARMENTS FROM MATERIALS OBTAINED FROM NAVAL SLOPS. THIS MEANT THAT EVEN BEFORE THE OFFICIAL REGULATIONS SOME SEMBLANCE OF UNIFORMITY IN DRESS WAS EVIDENT IN MOST SHIPS. THE CHANGES IN THE NAVAL UNIFORM HAVE BEEN VERY GRADUAL AND HAVE PROVIDED THE PATTERN FOR EVERY NAVY IN THE WORLD..



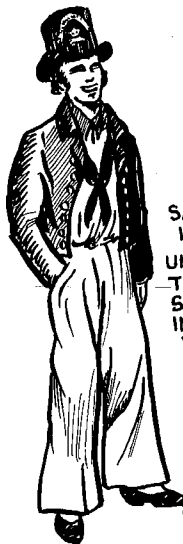
TYPICAL SEAMAN ABOUT
1799



SEAMAN AT
TRAFALGAR
1805



SEAMAN OF H.M.S.
GLOUCESTER, 1812.
NOTE SHIP'S
NAME AND CREST
ON HIGH TOP HAT.



SAILOR,
1828
UNIFORMS OF
THE PERIOD
SHOWED MANY
INDIVIDUALISTIC
"TOUCHES"



PETTY
OFFICER,
1830. NOTE
CAP RIBBON.



SAILOR,
1849.
NOTE THAT
COLLAR HAD
BEGUN TO
ASSUME THE
SHAPE IN
USE TODAY



ABLE
SEAMAN
(CRIMEAN
WAR)
THE TUNIC
WAS KNOWN
AS A
"FROCK".



SEAMAN,
1860.
NOTE LOOSENESS OF
UNIFORM AND THE
ABSENCE OF "H.M.S."
ON CAP TALLEY.
THERE WERE
NO POCKETS, AND
ALL PERSONAL
GEAR WAS KEPT
IN THE CAP.



SEAMAN,
1896.
THE "TUCKED-
IN" FROCK
IS STILL WORN
BUT WILL SOON
GIVE WAY TO
THE MODERN
"JUMPER"



1960
MODERN SEAMAN'S
UNIFORM WITH
FRONT-OPENING
JUMPER...

Roger Duhamel

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