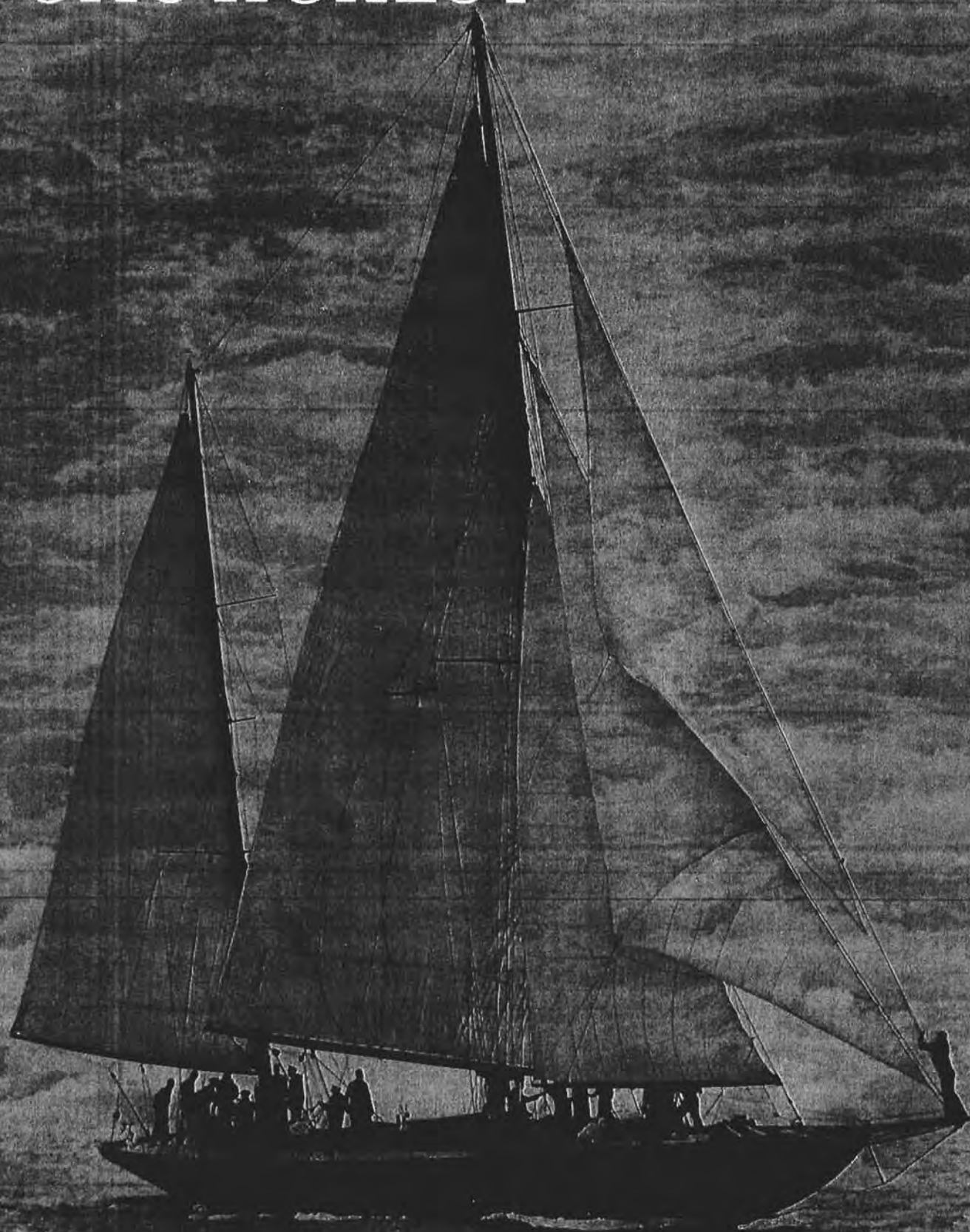


The CROWSNEST



Vol. 7, No. 8

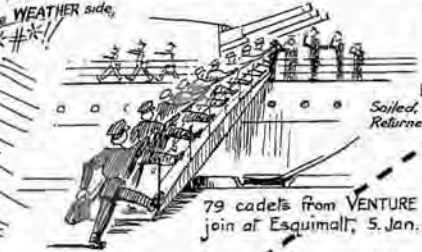
June, 1955



"... a program designed to give them the practical aspect of life at sea in a ship of war."



OFF FLATTERY... Extract from the press.



79 cadets from VENTURE join at Esquimalt, 5 Jan.



ESQUIMALT Sailed 5 Jan Returned 2 April

(See SUVA - same date)

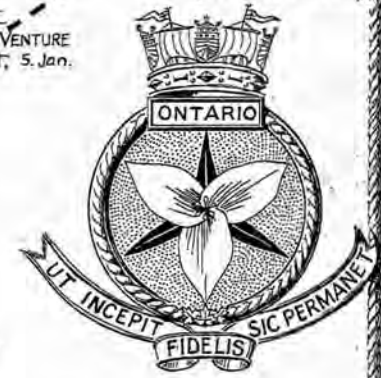


King Neptune holds his Court on board the EQUATOR in Longitude 169 42 West, 20th January.

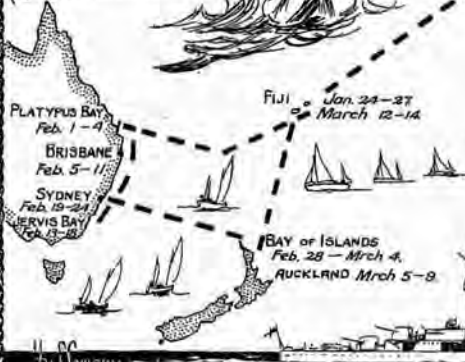
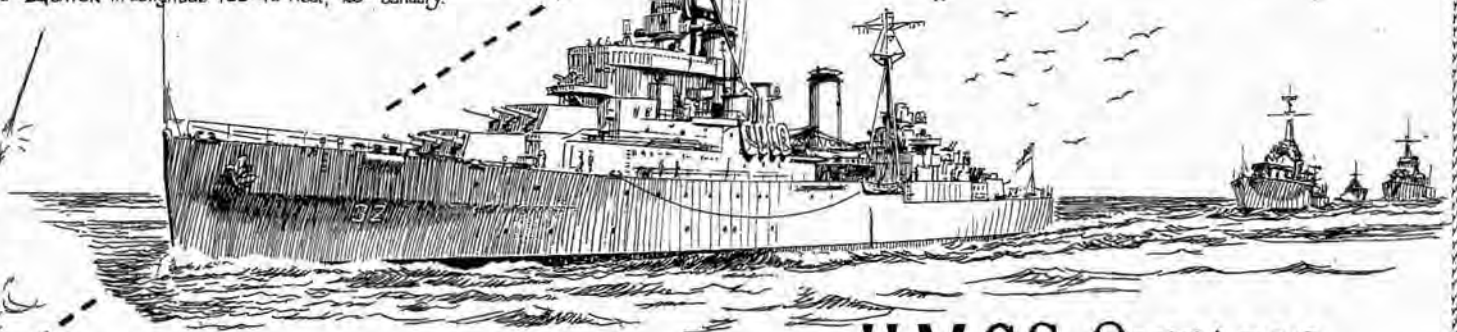
PEARL HARBOR Jan 18-16 March 24-27



ONTARIO passed 2 miles off the greatest volcanic eruption in years, near Hilo, - 21st March.



Painting ship at Platypus Bay. (Query: the boiling-point of paint?)



PLATYPUS BAY Feb. 1-4

BRISBANE Feb. 5-11

SYDNEY Feb. 18-24

HERVIS BAY Feb. 18-24

FIJI Jan. 24-27 March 12-14

BAY OF ISLANDS Feb. 28 - March 4

AUCKLAND March 5-8



"...A memorable five day visit to Sydney..."

We had a good time at Brisbane too

H.M.C.S. ONTARIO

Captain D.W. Croos D.S.C., R.C.N.

Cruise to Hawaii, Fiji, Australia, and New Zealand

1955



LOWSKY

M.N.Z. BLACK PRINCE

The CROWSNEST

Vol. 7 No. 8

THE ROYAL CANADIAN NAVY'S MAGAZINE

JUNE, 1955

CONTENTS

| | Page |
|---------------------------------------|--------------------------|
| <i>RCN News Review</i> | 2 |
| <i>The Peterborough Reunion</i> | 4 |
| <i>Secret of the H-Bomb</i> | 8 |
| <i>Officers and Men</i> | 10 |
| <i>Sailors in Eskimoland</i> | 14 |
| <i>War on the Upper Lakes</i> | 16 |
| <i>The Esquimalt Museum</i> | 17 |
| <i>Building an Admiral</i> | 19 |
| <i>Afloat and Ashore</i> | 20 |
| <i>The West Coast RTE</i> | 24 |
| <i>The Navy Plays</i> | 25 |
| <i>Lower Deck Promotions</i> | 27 |
| <i>Marriages and Births</i> | 28 |
| <i>Naval Lore Corner</i> | <i>Inside Back Cover</i> |

THIS MONTH'S COVER

The creative cover photo of the training yacht HMCS *Oriole* is the work of James A. McVie, APSA, a top-ranking Canadian photographic salon exhibitor. McVie photographs have been displayed in 120 art centres throughout the world and he has won some 650 awards. Outstanding among these were the Rochester Gold Medal (1954) and the Royal Melbourne Medal. The latter was presented during the opening of the Melbourne Salon by Her Majesty Queen Elizabeth II.

Created as an exhibition print, the composite photo on this month's cover symbolizes the transfer of the *Oriole* from the Atlantic to the Pacific Ocean. It is entitled "From Ocean unto Ocean". The montage was made by using a print of the ship's wake as a background pattern for the photo of the *Oriole* manned by cadets from HMCS *Venture*.

A former Canadian Army captain, Mr. McVie is employed with the audit staff of the Naval Supply Depot in HMC Dockyard, Esquimalt.

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

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

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

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

SUBSCRIPTION RATE

The Crowsnest may be subscribed for at the rate of \$1 for 12 issues.

Persons desirous of receiving their own private copies by mail should send their orders, accompanied by cheque or money order made out to the Receiver General of Canada, to:—

THE QUEEN'S PRINTER,
75 St. Patrick Street,
Ottawa, Ont.

On the Opposite Page — Memorable events during the first major training cruise of cadets from HMCS *Venture*, the junior officers' training establishment at Esquimalt, form the subject of the certificate prepared by Cdr. H. W. S. Soulsby, RCN (Ret'd), to commemorate last winter's voyage to the Antipodes by the cruiser *Ontario*.



RCN NEWS REVIEW

The Cornwallis band marches off following a noon-hour concert at the Parliament Buildings in Ottawa. (O-8014)

Chief of Naval Staff Commends Two

Two men of the Royal Canadian Navy have been officially commended by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, for their performance of duty in the oceanographic survey vessel, HMCS *Cedarwood*, during a violent storm off Northern British Columbia last December.

The men are PO Thomas Daniel Lavery, 32, of Warman and Saskatoon, Sask., and PO Gordon Ernest Whitehead, 25, of Vancouver. The commendation takes the form of an official scroll, accompanied by a covering letter from the Naval Secretary.

The 566-ton *Cedarwood* was in the news early last December when she reported that she was leaking badly while being buffeted by a 50-mile-an-hour gale and 15-foot waves in Hecate Strait, about 350 miles north of Vancouver Island.

The 166-foot, wooden-hulled vessel was carrying four officers, 20 men and five scientists and was engaged in a survey of the area for the Pacific Naval Laboratory at the time.

The waves washed away upper deck gear and damaged the engine room hatch. Pumps could not cope with the flood of water through sprung seams, and it was necessary to form bucket brigades to prevent the ship from sinking. However, she made it back to base in Esquimalt, B.C., December 8, under her own power.

PO Lavery was commended for keeping the ship's vital electric system functioning throughout the four-day period of distress, from December 2 to 6.

PO Whitehead was praised for keeping radio communication open under adverse conditions.

Ontario Steams Across Atlantic

HMCS *Ontario* stopped off at Halifax in May on her way to the United Kingdom and Northern Europe.

The cruiser, with about 100 cadets from HMCS *Venture* and the Canadian Services Colleges embarked, was to visit Portsmouth, Rosyth and the Clyde in the UK, and was to transit the Kiel Canal in mid-June on her way to Aabenraa, Denmark.

Later she will visit Copenhagen and Oslo.

Venture Cadets Learn to Fly

Some 60 naval cadets from HMCS *Venture*, the junior officer training establishment, Esquimalt, have been selected for naval aircrew training.

Through an arrangement between the Department of National Defence and the Victoria Flying Club, the *Venture* aircrew cadets will commence flying training next September. Instruction in the air will be given by instructors of the Victoria Flying Club at the Patricia Bay airport. Cadets selected for this training will be given ground in-

struction at HMCS *Venture* along with their officer training.

Venture cadets who chose a career in naval aviation were given aptitude tests earlier this year at RCAF Station, Centralia, near London, Ont.

Under the flying training arrangement with the Victoria Flying Club, it is intended to bring the cadets up to civilian "A" standard. Upon successful graduation from *Venture* at the end of the two-year course the aircrew cadets will undergo more advanced flying training to qualify them as naval pilots and observers.

Wartime Naval Historian Dies

Professor Gilbert Norman Tucker, director of the Naval Historical Section from 1941 to 1948, died in May at Vancouver. He was 58.

He was professor of Canadian history at the University of British Columbia, a post he assumed after resigning as Naval Historian. His research in the latter position did much to consolidate and record the history and traditions of the RCN and his two-volume "The Naval Service of Canada" is the chief result.

Born in Vancouver on November 11 1896, he served for three and a half years as a lieutenant in the 18th Battalion, Canadian Expeditionary Force, during the First World War.

He later obtained his BA and MA in history from the University of Western

Ontario, was at the University of Wisconsin briefly before winning an IODE scholarship which resulted in a PhD from Cambridge University where he studied under J. Holland Ross, Harmsworth professor of naval history.

Dr. Tucker's specific field of study was the British Empire and he was also considered one of Canada's foremost authorities on French-Canadian history. Near completion at his death was a history on the latter theme. Other published works include "The Canadian Commercial Revolution, 1846-51", "Maritime Discovery," his naval history and numerous articles.

Professor Tucker taught in various universities for more than 20 years. He served in the history faculty of the University of Western Ontario and for eight years before entering the naval service was assistant professor of history at Yale University (Fellow of Branford College). He had given courses in Canadian, English, British Empire, general European and modern European history.

He leaves his wife, Frances.

Atlantic Command Inspected by CNS

Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, carried out his annual inspection of Royal Canadian Navy ships, establishments and facilities in the Atlantic Command between May 16 to 21.

Leaving Ottawa May 11, Admiral Mainguy spent two days in the Montreal area before flying to Halifax. In Montreal he attended a mess dinner at *Donnacona*, the Montreal naval division, and on May 13 visited various industrial plants holding defence contracts.

Admiral Mainguy arrived in Halifax May 14 where he was met by Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, and senior officers of the East Coast command. The following day he attended services in observance of Battle of the Atlantic Sunday.

From May 16 to 19 he carried out his inspections of *Stadacona*, HMC Dockyard, and *Shearwater*, as well as the principal ships in harbour. The following two days he spent at *Cornwallis*.

Divers Survey Lighthouse Base

Royal Canadian Navy divers in May carried out underwater surveys of a huge steel and concrete "mattress" for the new lighthouse at White Island Reef, near the mouth of the Saguenay River.



A memorial service at the National War Memorial and parades to three city churches marked observance of Battle of the Atlantic Sunday, May 15, in Ottawa. Personnel from HMCS Bytown, HMCS Carleton and HMCS Gloucester and members of the Ottawa Branch of the Naval Officers' Association took part. During the memorial service a wreath was laid by Engineer Rear-Admiral G. L. Stephens, RCN (Ret'd). The photograph shows officers, men and Wrens of the three establishments, with the band of HMCS Carleton, passing the West Block of the Parliament buildings on their way to Christ Church Cathedral, St. Patrick's Cathedral and Dominion United Church.

The naval diving team headed by Lieut. G. H. Lawther, from the RCN's clearance diving school at Halifax, did the job for the Department of Transport.

The divers, using self-contained equipment and working in an area of unusually strong tides, surveyed the mattress, on which the lighthouse will be constructed, to make certain it had not shifted since being placed in position last year.

The new lighthouse will replace a light vessel now in operation off the reef.

Ambush Joins A/S Training

The Royal Navy submarine *Ambush* arrived at Halifax May 27 to join the Sixth Submarine Squadron. The first boat of the squadron, HMS *Astute*, arrived in March, and has been operating with units of the RCN in the Halifax and Bermuda areas since that time.

The *Ambush*, under the command of Lt.-Cdr. A. J. Boyall, RN, put to sea again three days after her arrival at Halifax, to carry out training exercises with the frigate *Penetang* in the Gulf Stream area.

Toronto Rescues Weather Observer

Fishing U.S. airmen out of the drink off Bermuda is a habit of long standing with the RCN. The latest instance in-

volves the frigate *Toronto* (Lt.-Cdr. A. H. McDonald), which pulled a weather observer from the Atlantic Ocean off the sunny island this spring.

Capt. Wallace M. Taylor fell from a USAF plane at 8,000 feet, 30 miles off Bermuda. His parachute opened and after he hit the water, was seen in a one-man dinghy attached to the 'chute.

Four planes from Kindley Air Force Base circled the area and a rescue kit was dropped. He was picked up 2½ hours later by the *Toronto*, exercising in Bermuda waters at the time. A U.S. Coast Guard cutter was also directed to the scene.

A couple of more RCN rescues of ditched airmen remembered off hand are the life-saving feat of a boat from the *Prestonian* a year or so ago, and, of course, the *Haida's* famous episode in 1949 whereby her ship's company became "Honorary Texans" for bringing aboard 18 crew members of a ditched B-29.

Frigates Train UNTD Cadets

The frigates *Stettler*, *St. Therese* and *Sussexvale* will be employed in training UNTD cadets on the West Coast this summer. The ships left Esquimalt on their first cruise May 23.

Most of the training will be carried out at Bedwell Harbor, although visits will be made during the summer to San Francisco, Portland and Seattle.

1,000 Naval Veterans Reunited at Peterborough

PETERBOROUGH will long remember the weekend of April 30-May 1, 1955. So will the thousands who participated in, or just watched and enjoyed, the activity-packed program which comprised the Naval Veterans' Reunion held in that "not too large and not too small" Ontario city.

It was the first ex-naval personnel get-together of its kind ever held in Canada. Judging by its unqualified success it will not be the last.

Sponsored by the eight-year-old Peterborough Naval Association, and assisted by the Royal Canadian Navy, the reunion attracted approximately 1,000 former naval personnel (many with their wives) from cities, towns and communities throughout Eastern Canada, and other parts of the country. A number arrived from distant parts. James J. Lawson came all the way from his home in Pittsburgh, Pa., to meet old shipmates.

From the commencement of registrations early on the morning of April 30 until a wind-up band concert staged the following afternoon, the reunion program was one filled with a quick

succession of events. Some were solemn and evoked nostalgia; others were filled with laughs and fun.

Rear-Admiral H. F. Pullen, Chief of Naval Personnel, representing the Chief of Naval Staff, headed a group of naval officers attending the gala affair. Others included Engineer Rear-Admiral G. L. Stephens, RCN (Ret'd), president of the Royal Canadian Naval Benevolent Fund; Capt. (SB) William Strange, Director of Naval Information; Capt. R. I. Hendy, Commanding Officer of *York*; Cdr. W. R. Inman, representing *Carleton*, and Cdr. W. A. Childs, representing COND.

The reunion was officially opened during a civic reception at the Peterborough City Hall, during which Mayor John Dewart welcomed the visitors.

Apart from parades and church services, re-union activities centred about the Peterborough Armoury, facilities of which were provided through the kindness of Lieut.-Col. Howard Hammel, Commanding Officer, 50th HAA Regiment, of Peterborough.

A parade and display by members of the *Carleton* band opened activities of

Veterans Offered Glimpse of New Navy

Many and varied were the "side-line attractions" at the Naval Veterans' Reunion staged in Peterborough.

Of particular interest to residents and visitors alike to the city for the two-day program was the RCN's 44-foot model of the aircraft carrier HMCS *Magnificent*, complete with models of her aircraft.

On display by the Peterborough Armoury throughout the reunion, the model was constantly surrounded by youths and adults alike. To assist in answering their many questions about the ship, RCN personnel stationed by the model distributed information sheets dealing with the carrier.

In the Armoury attention was attracted to a large photographic exhibit which showed HMC ships of the Second World War and the present day.

Large crowds attended the showing of RCN films, which included such subjects as the Navy's participation in the Korean conflict, and the RCN contingent's part in the Coronation of Her Majesty Queen Elizabeth.

Another display booth was designed to familiarize delegates and their friends with "The Crowsnest", and enable them to keep in touch with the Navy through subscriptions to the magazine.

the first day, and from then on it was a matter of one event following close on the heels of another. A second display by the *Carleton* band was followed by *York's* gun run. Early that afternoon Harvards and twin-engined Beechcraft of VC 920, the reserve air squadron of *York*, staged an aerobatic display over the heads of the several thousand persons gathered about the Armoury.

Later the constantly busy band and guard of *Carleton* Beat the Retreat and followed with the sunset ceremony.

Rear-Admiral Pullen and Rear-Admiral Stephens were guest speakers at the reunion banquet which saw the Armoury filled to capacity on the evening of April 30. Those at the head table were introduced by J. J. (Bob) MacDonald, president of the Peterborough Naval Association.

The enormous changes the RCN has undergone since the end of the Second World War were briefly outlined to the veterans by Admiral Pullen.

He spoke of the new emphasis on naval aviation, which is the direct concern of 3,000 officers and men of the present strength of more than 19,000. New ships and new weapons were giving Canada a truly modern fleet.

On the personnel side, the whole structure of the Navy had been changed to keep the fleet abreast of technical developments.



An old sailor pays his respects to comrades lost in two world wars during the Naval Veterans' Reunion ceremonies at Peterborough Cenotaph. Standing proud and erect, 88-year-old naval veteran William Searle, Toronto, steps back and presents a smart salute after placing a wreath before the monument. (O-8003)

National Veterans' Association Urged

Hope that some form of a national naval association might be formed as a result of the first Naval Vets' Reunion held in Peterborough, was expressed by Rear-Admiral H. F. Pullen, Chief of Naval Personnel, in an address to the reunion delegates on the evening of April 30.

"It may well be—and I personally hope this may come about—that from this reunion there may spring some form of national association, drawing its members from all ranks, and with a continuing interest in the service as its most important qualification," Rear-Admiral Pullen said:

"Such an association might well have lasting value to its members and to the Navy — and through both, to Canada."

To the assembled naval veterans he remarked: "No one can help get the Navy understood, and the need for it appreciated, better than those who have served the Navy."

"There are all sorts of rates in the Navy now which literally did not exist during the Second World War," Admiral Pullen said, "and training in all branches is intensive and continuous."

He had mentioned these points, he said, to drive home the point that the Navy was no temporary organization. "It is a permanent national necessity."

Maintaining a progressive fleet in time of peace was, in many respects not less exacting than fighting a war.

"If we are to discharge the job with success—as we must, for that is our duty—we need serious and continuous support. We need it especially for the Naval Reserve. As a regular force officer of some years service, I wish to pay tribute to the officers and men of the reserve—many of whom are here tonight. We could never have fought the last war without them.

"We shall never be able to fight any future war without them.

"If you carry away nothing else from this reunion, I hope you will carry with you this thought: *Nothing is more important to the development of the Navy than the development of the naval reserve.* There is only one Navy, and the reserve is a vital part of it. We need more reserves, and we need those who are already in the reserve to stay with it and see the job through."

The task of the Navy had not been lightened by the appearance of nuclear weapons, nor would it be eliminated by them, any more than it had by the gun, the high-explosive shell, the steam engine, electricity, the bomb or the aircraft.

"Until the oceans are dried up, navies



A large delegation of ex-Navy personnel from Toronto attended the Peterborough Naval Veterans' Reunion. Among them were, from left: Andy Allen, Len Payton, Bert Houlston, William Cotter, N. J. Yorkston, Jim Clarke, Gordon Mugford and "Pony" Moore. (O-7970)



Some of the rare, happy moments of the last war were relived by naval veterans as bygone days were recalled by stars of the famous wartime Navy Show. As delighted to be at the reunion as was their audience, were the now internationally known dancing team of The Lunds (Blanche and Alan), at left; popular singer Terry Dale; and John "You'll Get Used To It" Pratt, whose comedy skit based on that song again sent waves of laughter rolling through the Peterborough Armoury. (O-7987)

will be needed," Admiral Pullen said. "The shape of navies will change, but that has happened before. The need for the Navy will not change, and it is up to us to see that the spirit of the Navy,

without which that need can never be met, neither dies nor fades away.

"It is up to all of us who love the Navy, and who believe in the Navy, to see that these things never happen."



Souvenir mugs were popular at the big reunion. Admiring a couple of them here are, from left: Ross Belson; Sam Wheeler; Surgeon-Commodore Archie McCallum, RCN (Ret'd); Capt. R. I. Hendy, Commanding Officer of HMCS York; AB Harold Hanson; and William Barr, all of Toronto. (O-7979)



It was a time for reminiscence, as the naval veterans got together for—in most cases—the first time since the end of the war. Here, recalling what must have been some humorous event, from left, are: R. A. Purchase, Woodstock; Mable Shaw, Woodstock; T. A. Whyte and V. B. Welsh, both of Peterborough. By sheer coincidence, this picture also gets in a plug for "The Crownsnest". (O-7969)

Laughs of the moment and memories of days long past prevailed that night when the veterans saw and enjoyed a stage show presented by former members of the famous wartime "Navy Show".

There was John Pratt, whose performance again of his famed "You'll

Get Used to It" song and comedy act brought tears of laughter streaming down the collective faces of his audience. The spirit of the moment took him back to the war years when that same performance brought laughter and relaxation to fighting sailors. He seemed

to enjoy the show as much as those before him.

And there were the Lunds, Blanche and Alan, who went from the Navy Show to fame on stage and television. Round after round of applause followed their dance routines.

The singing voice of pretty Terry Dale, star of TV and radio, completed the entertainment picture. Lt.-Cdr. (S) Harry McClymont, secretary-treasurer of the Naval Officers' Associations of Canada, was master of ceremonies.

The Kawartha Room of Peterborough's Empress Hotel, with the music of Paul Minicola, was the setting for the reunion dance that night.

Thousands of Peterborough citizens turned out on the morning of May 1 to witness the church parades. Mass at St. Peter's Cathedral was conducted by Chaplain of the Fleet (RC) M. P. MacIsaac, and at the Trinity United Church the sermon was delivered by Chaplain of the Fleet (P) E. G. B. Foote.

Early that afternoon, and as fitting climax to the reunion program, participants and onlookers by the thousands gathered at the Peterborough Cenotaph where wreaths were laid in honour of those who gave their all in service to the Navy and their country.

The city's Victoria Park was jammed that final reunion afternoon as the Cornwallis band under CPO Albert Delamont, which had participated in the earlier church parade, presented a two-hour concert which captivated old and young alike.

By train and bus and car the reunion delegates swarmed out of Peterborough that Sunday evening and night. It had been a great event. It had been an ideal opportunity to see old friends again . . . to relive days long past when they were all a part of a great organization devoted then, as now, to the cause of freedom.

For Good Weather "Call in the Navy"

The citizens of Peterborough are saying that if you want good weather "just call the Navy".

And they base their statement on a recent weather-wise experience.

For days prior to the two-day Naval Veterans' Reunion the city had known cloudy skies, drizzle and rain. The evening before the reunion, heavy clouds rolled away. The dawn of April 30 broke clear and warm. It was a perfect day. The following day was even better.

The day after the reunion started with a cloudy morning. By mid-afternoon it was raining. By nightfall the rain was so heavy one could barely see a block away.

AT PETERBOROUGH

“Among those present . . .



Times have changed, and so has Navy life, since Clifford "Pops" Tivy, of Peterborough, commenced his life at sea in 1898 with the Scandinavian merchant service. He joined the Royal Navy in 1901, serving first in the square-rigger HMS Merlin. Between 1914 and 1920 he was a quartermaster in the Australian Navy's HMAS Melbourne. The sturdy, bemedaled oldtimer had a grand time at the reunion. Here, he finds lots of questions to ask AB D. C. Simpson, Ottawa, about ships of the RCN. (O-7972)



Rear-Admiral H. F. Pullen, Chief of Naval Personnel, who represented the Chief of Naval Staff, headed the group of RCN personnel which attended the reunion. He is showing interest in one of the veteran's caps which were worn by many who attended the big get-together, while J. J. "Bob" McDonald, president of Peterborough Naval Association, discusses the head-piece. At the left is Eng. Rear-Admiral G. L. Stephens, RCN, (Ret'd), president of the Royal Canadian Naval Benevolent Fund. (O-8013)

THOUSANDS HEAR CORNWALLIS BAND

The band of HMCS *Cornwallis*, under the direction of CPO A. W. Delamont, of New Westminster, B.C., filled a busy schedule of appearances in Ontario early in May.

The 30-piece organization took part in the church parade which was a part of the Naval Veterans' Reunion in Peterborough on May 1 and later in the day played to an enthusiastic audience at Victoria Park.

In Ottawa, the band played a well-received concert on the grounds of the Parliament Buildings May 3. The following day the sailor-musicians entertained personnel of National Defence Headquarters at a noon-hour concert. On May 5, war veterans and other patients at the Rideau Health and Occupational Centre and the Ottawa Civic Hospital heard the band in two separate concerts.

The band's last engagement before leaving for *Cornwallis* was to provide the musical program for a mess dinner at HMCS *Carleton* at which His Excellency the Governor General was guest of honour.

CADETS LEAVE ON SUMMER CRUISE

The cruiser *Quebec* and the destroyer escorts *Huron* and *Iroquois* left Halifax May 17 on the first of three summer UNTD training cruises.

During Cruise "A" the ships, with about 160 cadets embarked, were to visit St. Margaret's Bay, Philadelphia and San Juan, Puerto Rico, before returning to Halifax June 17.

Retirement

CHIEF PETTY OFFICER JOHN BURROWS STEWART

| | |
|--------------------|--|
| Rank: | C1QR3 |
| Age: | 44 |
| Length of Service: | 25 years |
| Hometown: | Ottawa |
| Joined: | May 3, 1930 |
| Served in: | HMC Ships <i>Stadacona</i> , <i>Champlain</i> , <i>Festubert</i> , <i>Saguenay</i> , <i>St. Laurent</i> , <i>Skeena</i> , <i>Ottawa</i> , <i>Cornwallis</i> , <i>Port Colbourne</i> , <i>Peregrine</i> , <i>Carleton</i> , <i>Bytown</i> . |
| Awards: | Long Service and Good Conduct Medal |
| Retired: | May 2, 1955. |

Annihilation of Matter

Secret of H-Bomb

BACK IN 1945, when President Truman first announced the atomic bomb to an awe-struck world, he said the new weapon tapped the source of the sun's power.

This statement was only partly correct in relation to the A-bomb, but is wholly true of the A-bomb's descendant, the hydrogen bomb.

The A-bomb operates by "fission"—the splitting of large atoms into smaller ones.

The H-bomb depends for its short and tragic life on "fusion"—the building up of small atoms into larger ones.

In both cases a certain amount of matter is annihilated and in its place appears a terrific outburst of energy. The fact that matter could be converted into energy and vice versa was first expressed by Dr. Albert Einstein in the formula $E = mc^2$ (energy equals the mass times the square of the velocity of light). The splitting of a single U-235 atom is said to release 200 million electron volts of energy. The units are small and the released energy is unimpressive until it is added to that of billions of other split atoms in a nuclear reactor or an atomic bomb.

Once an atomic bomb has exploded a column of superheated air rushes skyward, carrying with it an immense quantity of pulverized rock and other debris, much of it rendered highly radioactive. Then, as can be observed in this picture of a British A-Bomb explosion, the winds of the upper atmosphere take over and, in the case of an H-bomb, thousands of square miles downwind will be showered with radioactive particles. It is in this poisoned area that a knowledge of decontamination procedures is vital. (Photo from United Kingdom Information Office).

The picture of the atom usually presented today is that of a planetary system in which electrons (the planets) whirl about a nucleus (the sun). The electrons carry a negative electrical charge and the nucleus has a positive charge.

The Periodic System of classifying the elements starts with the lightest element, hydrogen (a single electron revolving around a single proton) and ends with uranium, adding up to 92 elements found in nature. The thing that bothered scientists for a long time was that the atomic weights of elements did not tally with the position in the Periodic Table. It was true that they got progressively heavier from hydrogen to uranium, but the atomic weight of hydrogen was a little more than one and that of uranium was more than two and one-half times as great as it should have been if it were composed simply of electrons and protons.

It was this discrepancy which led to the discovery of the neutron, a nuclear particle of about the same weight as the proton, but without an electrical charge. Ordinary hydrogen was found to be a mixture of Hydrogen-1 (one

Radiation detection units of the Canadian armed services witnessed their first atomic bomb blast in early May on the Nevada desert and carried out procedures in which they had already been thoroughly trained.

It is the intention of "The Crowsnest" to publish from time to time articles on nuclear warfare and the Navy. The civil defence aspects of this were discussed recently in an article by Major-General F. F. Worthington, Civil Defence Co-Ordinator.

electron and one proton) and Hydrogen-2 (one electron orbiting around a nucleus composed of one proton and one neutron). Hydrogen-2, now generally known as "deuterium", is the kind that combines with oxygen to form "heavy water". U-238 has a nucleus of 92 protons and 146 neutrons.

The third particle in the atom, the neutron, was the one which had confused the issue and it was this same particle which proved to be the means of deliberately releasing energy from the atom.

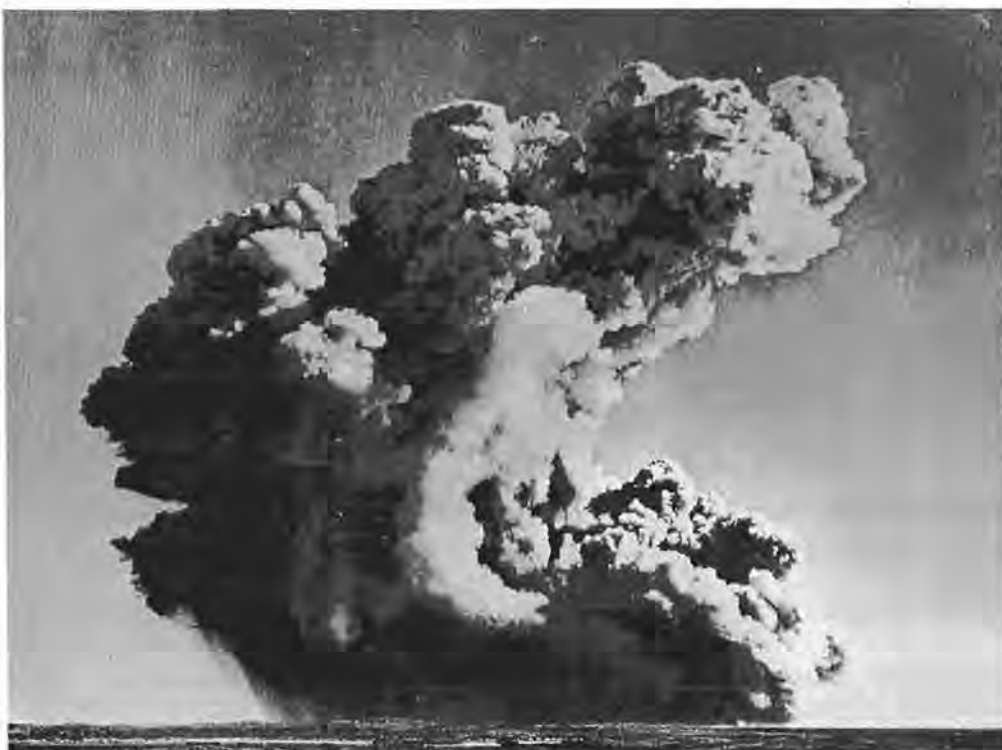
Natural uranium was found to consist of U-238 mixed with a small amount of U-235, the latter being the only substance which would sustain a "chain reaction".

When U-235 is struck by a vagrant neutron it splits, forming two or more atoms of lighter weight and at the same time discharging surplus neutrons which go on to split more U-235 atoms that happen to be in their paths, and so on.

If the U-235 is pure and in sufficient quantity, and the neutrons run wild, the result is an atomic explosion. If natural uranium is involved, some of the neutrons are absorbed by the U-238, and after an intermediate change into neptunium, plutonium is formed—a substance unknown in nature. Plutonium, like U-235, is fissionable. The first atomic bomb, which burst over Hiroshima, was reported to have been made of U-235, the second, which devastated Nagasaki, of plutonium.

At this point the H-bomb enters. How the sun maintained its output of energy over the last three or four billion years had long puzzled scientists. If it had depended on oxygen for burning, as on earth, it would have died out in a few years; if on contraction, under the force of gravity, in only a slightly longer period.

Five hundred years ago, the alchemists were still searching for a method of converting base metals into gold.



What the Bomb Can Do

They failed, and it was concluded from their failure, that matter was indestructible and eternal. The discovery of radioactivity by Henri Becquerel changed all this and provided the clue to cosmic energy. (Gold has been made artificially, but it's a lot cheaper to dig it.)

The sun is mostly hydrogen and it is this, combining to form heavier atoms under intense pressure and heat, which keeps the sun burning. The same process is utilized in the H-bomb. The principle is the one the alchemists were seeking—the change of one kind of matter into another.

A depth charge (as every sailor knows) consists of a detonator, primer and main charge. The detonator explodes the primer, which sends a shock wave through the TNT, amatol or torpex filler, and everything goes.

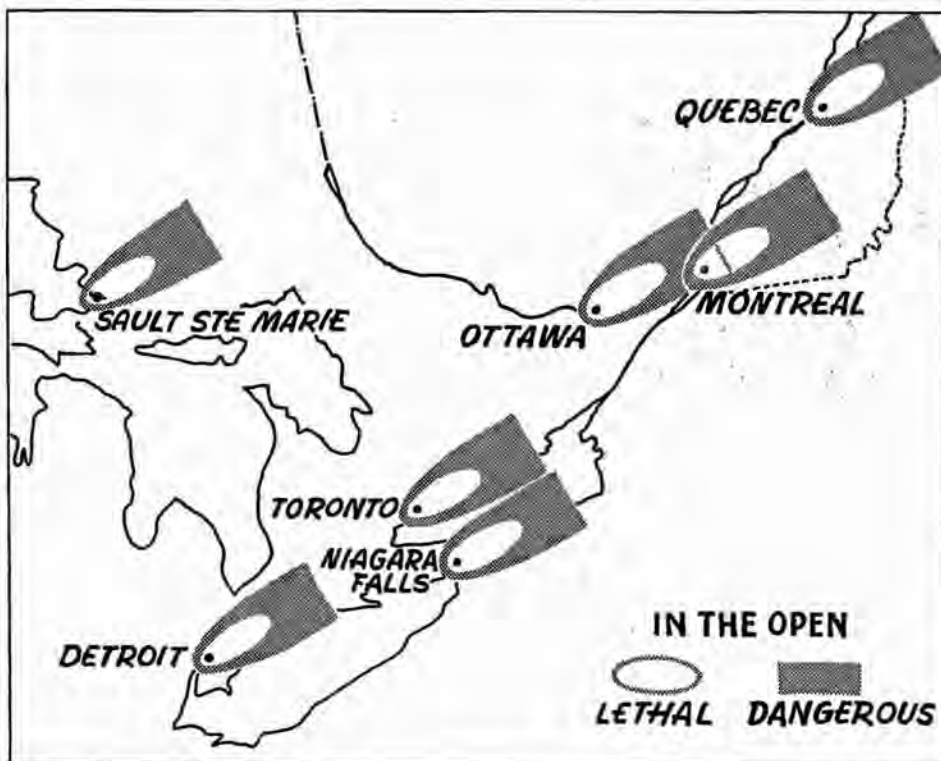
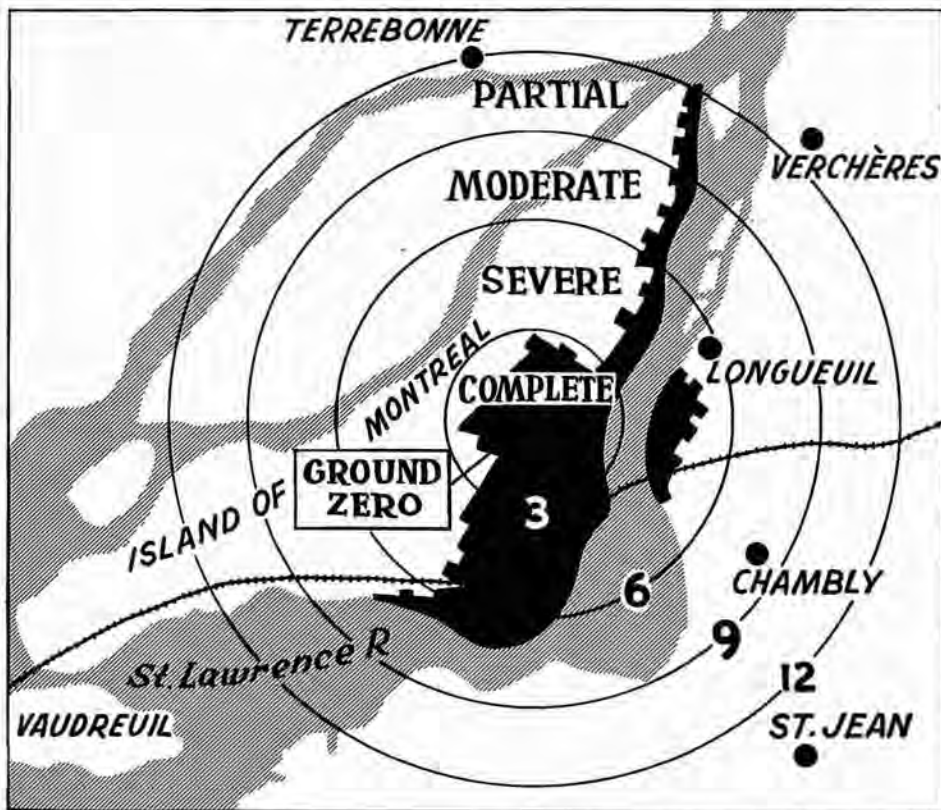
The A-bomb is the "primer" of the H-bomb. It provides the source of heat (measured in hundreds of millions of degrees which sets off the "hell-bomb" explosion. What the main "explosive" of the H-bomb is has not been disclosed, although it is presumed to be H-2 (deuterium), H-3 (tritium), the light metal lithium, or two or more of these in combination. Tritium, the heaviest form of hydrogen and radioactive, will produce the biggest bang, but is extremely rare in nature and costly to produce artificially.

In any event, there is theoretically no upper limit to the size of an H-bomb. When the public is told such a bomb will lethally poison with radioactive by-products an area of 7,000 square miles, this is presumed to refer to a specific bomb and the poisoned area could be much greater or much less. Similarly, the area of total devastation, in which there is no hope of survival, would depend on the size of the H-bomb.

Part of the poisonous nature of the H-bomb is due to the great surplus of neutrons produced, which unite with the atoms of the bomb's outer casing, the surrounding atmosphere and the earth or sea below the burst to produce radioactive substances.

It is obvious that defence against such a weapon is rather a special problem unless one is immediately under the burst. Otherwise, a great deal can be done to remove contamination and maintain the serviceability of the ship or establishment affected.

The main problem however is to prevent such weapons ever being used and this is a political matter outside the sphere of this grossly over-simplified discussion of nuclear weapons.



The above charts have been prepared by the Civil Defence Division to show the effects of hydrogen bombs dropped over populated areas. Dropped over Montreal, an H-bomb of "moderate" size would cause damage of varying intensity over an area of more than 100 square miles. Except for the area of seven square miles completely destroyed, there would be hope of survival, which would be immeasurably increased by a knowledge of radiation defence measures. The lower chart shows the "fallout" effect, resulting from the downwind drift of radioactive particles. Ships at sea would immediately steer from such an area and wash down all exposed surfaces.

OFFICERS AND MEN

RCN Pilot Shares In Mercy Flight

Pilots of the RCN and RCAF flew a T-33 jet from Edmonton, Alberta, to Redwood, California, late in April with a consignment of the world's rarest type of blood to save the life of a California baby as yet unborn.

The pilots were Lt.-Cdr. Alan J. Woods, officer-in-charge of the naval detachment at the Central Experimental and Proving Establishment, RCAF Station, Edmonton, and Flight Lieut. Howard Robertson.

The flight was occasioned by the imminent arrival of a child to Mrs. Nadene Robertson, of Redwood. Because of the conflict between the blood types of the parents (one had Rh positive, the other Rh negative blood), there was little hope of the baby surviving unless its blood could be promptly exchanged for a suitable type. Of four earlier pregnancies only one child—the first—had survived.

The blood type needed for the unborn baby is so rare that only 25 persons are known to possess it and 21 of these are Cree Indians in Alberta. An

appeal from the International Red Cross brought two donations from Indian women living west of Edmonton and this was flown from the Alberta capital to California in the T-33, with a brief stop at Calgary because of icing conditions.

The baby—a girl—was born about ten days later and doctor's reported the child's blood has been successfully exchanged for that flown south by Lt.-Cdr. Woods and Flight Lieut. Robertson. The attending physicians said no further transfusions would be necessary.

Professor Baker Retires at Guelph

The founder of the Royal Canadian Navy's University Naval Training Division and a member of the faculty of the Ontario Agricultural College at Guelph, Ont., has retired from college life.

Captain (SB) A. W. Baker, RCN(R), was demobilized following his war service with the Navy in December 1946. Now he has retired as head of the Department of Entomology and Zoology at the Ontario Agricultural College,

where he has been teaching, apart from his war service, since graduating from OAC in 1911.

Professor Baker joined the RCNVR at York early in 1943. He served with the Commanding Officer Reserve Divisions and, in 1946, he served temporarily at Naval Headquarters in Ottawa as Director of Naval Reserves.

He and Mrs. Baker will live in Thorah township, near Beaverton, Ont.

Relics of French Fleet Located?

An ex-Navy frogman, John Sweeney, thinks he may have finally located the scuttled fleet of the French Duke of d'Anville, partially burned and sunk in Halifax harbour in 1746—three years before the city was founded as a British garrison town and naval port.

After 70 minutes of searching the bottom of Bedford Basin early in May, he surfaced clutching a 30-pound iron plate and iron rod, both badly corroded. He has been searching all spring for such relics of the ill-fated fleet.

Sweeney, formerly an officer with the EDU in Halifax, believes the iron plate to be part of a gun mounting, its square holes being similar to those for iron spikes used 209 years ago.

Fifth Llewelyn Prize to RCN

CPO Peter George Lecuyer, 32, of Drumheller, Alta., has won the Commander Llewelyn Prize for highest average in the Spring 1955 gunnery instructor course at the Royal Naval Gunnery School, Portsmouth, England.

CPO Lecuyer attained an average of 83.1 per cent in 20 oral, written and practical examinations.

Three other Canadians, CPO Robert M. Heath, CPO John D. Jamieson and PO Thomas William Miller, passed the course with him. All will stay on the Gunnery School staff for a further period before returning to Canada.

CPO Lecuyer's award brings to five the number of Canadians who have won the prize. PO Samuel Henry Shaw topped the autumn term last year with the highest marks since 1942 and the second highest since 1922. His standing was 88.6 per cent.

The prize was founded in 1917 in memory of Commander Robert Harmon



Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, presents the commanding officer's dirk awarded each year to the outstanding UNTD cadet attached to HMCS Donnacona. The recipient is Cadet Fred Abbot, of McGill University. At left and right are Cdr. Guy St. A. Mongenais, commanding officer of Donnacona, and Cdr. V. M. Heayberd, commanding officer of the McGill UNTD. (ML-2378)

Llewelyn, RN, who was killed in action during the Battle of Jutland. His parents and sisters set up a trust fund, held at the Admiralty, from which a prize of £5 and an inscribed sheepskin document are awarded quarterly or half-yearly at the discretion of the Captain of *Excellent*.

Born on July 17, 1922, at Drumheller, CPO Lecuyer was a butcher before joining the Navy in September, 1940, as an ordinary seaman.

During the Second World War, he served in the destroyers *Skeena* and *Iroquois*, the corvette *Sherbrooke* and frigate *Orkney* in addition to shore training on the East Coast and in the United Kingdom.

After the war, he had further sea time in the training frigates *Charlottetown* and *Antigonish* and in the destroyer *Athabaskan*, one of the first three Canadian warships to serve in the Korean war theatre. He went ashore in 1952 but returned to sea the following year in the frigates *La Hullose* and *Lauzon* on the East Coast.

Early in 1954 he joined *Stadacona*, and a few months later began the gunnery course overseas.

Officer Heads United Services

Captain (L) Archibald G. Hodge, RCN(R), of Donnacona, was elected president of the United Services Institute in Montreal recently. A strong naval representation was included in the rest of the slate.

Columnist Thinks Wrens Should Sail

An "Acorn Fleet" for the Wrens?

Such a conjecture arises from an analogy quoted by the well-known columnist Lotta Dempsey, writing in her "Person to Person" column in the *Toronto Globe and Mail* recently.

During the last war, Miss Dempsey points out, one of the perils of the Silent Service, so far as the women of the RCN were concerned, was that they couldn't practice their new-found skills afloat. Their answer when asked if they had any complaints was always that they wanted to go to sea.

Miss Dempsey explains: "Not that the Navy is planning to sign the girls aboard battleships, aircraft carriers or destroyers. So far, the plan is to train them to operate harbour craft. In Toronto, that means small motor boats, and in the spring they will be out with instructors working around the Bay."

The writer concludes: "This is a long way from battle (we hope), but little boats can lead to bigger ones.

"You know what acorns turn into, if you just bide your time."



These are members of the No. 33 Officers' Divisional Course held at Cornwallis between February 28, 1955, and April 11, 1955. Front row, left to right: Lieut. Leslie J. Parry (Course Officer), CPO David E. Graves (Course Chief Petty Officer), Lieut. John Smallwood. Second row: A/Sub-Lt. (SB) Charles Taylor, Lieut. William J. Pearce, A/Instr. Lieut. Allison H. Gibson, A/Sub-Lt. Peter Coleman. Back row: Lieut. Donald J. Laney, A/Sub-Lt. Roy Busby, A/Sub-Lt. John F. Faulkner, Cd. Officer (SB) William J. Blomeley, A/Cd. Gunner (TAS) Richard H. Eldrige. (DB-5074)



Ten graduates of the 39th course of air fitters at the Naval Aircraft Maintenance School, Shearwater, are pictured here. Front row (left to right): Ord. Sea. Gerald Baskette, Ord. Sea. Sherman Hoddinott, PO Milton Droeske, instructor; Lieut. D. A. Chandler, course officer; PO William Sopko, instructor; Ord. Sea. Ralph Swackhammer, and Ord. Sea. James Readshaw. Back row: Ordinary Seamen Phillip Steele, Robert Lawton, George Fleming, James Chennel, James Mineard and Roy Clifford, who took top honours in the 19-week course. (DNS-13431)

Franklin Poem Given to Labrador

An illuminated copy of Lady Franklin's poem, commemorating the last expedition of Sir John Franklin to the Arctic in 1845-47 has been presented to the *Labrador* by Col. J. C. McKeen, of Halifax.

The picture was presented at a ceremony in the wardroom of the Arctic patrol ship and was received by Capt. O. C. S. Robertson, the commanding officer.

The Franklin expedition was not heard from after the summer of 1847 and its disappearance has since been an unsolved mystery of the Arctic. Search parties, however, confirmed that Sir John had established the existence of the Northwest Passage and it was along channels explored by him that the three ships which have traversed the Passage—the *Gjøa*, the *St. Roch* and the *Labrador*—sailed.

Cookery Class Results Listed

CPO G. F. Hutchinson's 85.5 average placed him at the head of the third trade group four cookery class completed April 7 at *Naden* Supply School. Seven CPOs took the course for a class average of 80.9 per cent.

First place results in four recent cookery exams for trade group one are



The No. 57 Petty Officers' Leadership Course was held at Cornwallis between January 24, 1955, and March 7, 1955. Front row, left to right: Petty Officers Hugh MacArthur, Samuel Gillen, Lieut. L. J. Parry (Course Officer), PO Arthur West (Course Petty Officer), Petty Officers Stewart Burnett, Russel Steel. Second row: Petty Officers Harold Mercer, Stanley Moody, Leonard Earl, Leonard Atkinson, Peter Medcalf, Donald Mieske, Frank Nutter. Third row: Petty Officers Desmond Smith, Edward Jones, Albert Parry, Lloyd Germa, Lorne Trask, Peter Oldrieve. Back row: Petty Officers Joseph Horvat, Donald Murray, Gordon Waalley, John Race, George Pembroke, Brian Byrne. (DB-5005)



The difference between the models built by PO Carl E. Moench and the handcraft of others is that you can eat them. Sticking to his trade (he's a cook on board the *Athabaskan*), PO Moench uses icing sugar as the material for his models, which have included a merry-go-round and a ferris wheel. Here he presents a ten-foot-to-the-inch scale model of the *Athabaskan* to the ship's commanding officer, Lt.-Cdr. C. E. Richardson.

Page twelve

as follows: Class 96—Ord. Sea. Richard J. Hackenschmidt, 88 per cent; Class 97—Ord. Sea. Joseph C. Kent, 87.4; Class 98—Ord. Sea. J. F. Durfy, 90.1, and Class 99—AB K. E. McLeod, 88.9.

Officers Chosen By Jill Tars

Mrs. Frank Walford was elected president of the Jill Tars in Halifax recently. The organization, formed several years ago, welcomes Navy wives to Halifax, gets them acquainted and sponsors a variety of functions. It is open to wives of men serving on the lower deck.

Other officers elected include Mrs. D. A. Potter, first vice-president; Mrs. Robert Henderson, second vice-president; Mrs. E. Duncan, secretary, and Mrs. R. Macdonald, treasurer.

Delegates Taken On Harbour Tour

Delegates to the national convention of the Canadian Circulation Manager's Association, held in Halifax in early May, were taken for a tour of Halifax harbour in two ships of the First Canadian Minesweeping Squadron, the *Ungava* and *Resolute*.

Ex-Soldier Heads AA Gunnery Class

Ord. Sea. Mark L. Downes, of Belleville, Ont., scored the highest marks in his class in the passing out ceremonies of the latest course for Anti-Aircraft gunners after eight weeks at the Gunnery School in *Stadacona*.

Before joining the RCN at HMCS *Cataraqui*, Kingston, in January, 1954, Ord. Sea. Downes was a member of the 27th Infantry Brigade from May 1950 to February 1953 and served two years in Germany.

Sea Cadets, York Present Display

Ever-watchful for an opportunity of drawing the Navy to public attention, HMCS *York* and RCSCC *Ontario* co-operated in arranging a recruiting display in the lobby of the Park theatre during the showing of "The Caine Mutiny" in downtown Toronto.

The display of naval gear and photographs was the second in as many months for *York*, which had a similar exhibit in the Imperial Theatre lobby during the showing of "The Bridges of To-ko-Ri".

Heads AA Class With Honours

Ldg. Sea. Aquilla Northeast, of London, Ont., led his class with top honours in the passing out ceremonies of the 14th course for Anti-Aircraft gunners after seven weeks at the Gunnery School in *Stadacona*.

Ldg. Sea. Northeast had wartime service in the RCNVR from 1941 to 1944 and rejoined the RCN in April, 1953, at HMCS *Prevost*, London, Ont.

Divers Recover Jet Wreckage

Recovering wreckage of a Silver Star T-33 jet aircraft from beneath ice-covered Lake Winnipeg, near Gimli, Manitoba, with surface temperatures ranging to 20 degrees below zero, was an operation carried out recently by divers from the Diving and Explosives Disposal Training Centre, *Naden*.

The crash occurred March 17, about 13 miles out on the lake.

Following a request for naval diving assistance the *Naden* party, headed by CPO W. E. Cubitt, arrived at Gimli and immediately inspected the crash area. Test holes were cut through four feet of ice and depth of the water was found to be 32 feet, with four to seven feet of mud on the bottom.



Air temperatures were 20 below zero and the ice was four feet thick on Lake Winnipeg when a diving team from HMCS *Naden* arrived from the West Coast to search for the wreckage of a crashed T-33 jet trainer. The top picture shows the crash area being cleared of snow, preparatory to cutting a hole in the ice. Below, AB R. E. Olsen emerges after spending two and a half hours searching the bottom of the lake. A ton of fragments was recovered by the time a thaw came and dangerously softened the ice, ending the search.

As the aircraft was completely disintegrated, recovery was carried out by wire basket and hand rake. Over 2,000 pounds of the 'plane was recovered.

Two divers were employed every day, averaging two-and-a-half hours per dive. Twenty-four dives were made during the entire operation, totalling 60 hours. Contact with sharp metal

proved to be hazardous and 13 patches had to be made to diving suits.

Thawing conditions towards the end of the second week caused large cracks to appear in the ice at the crash area and the search had to be terminated.

In addition to CPO Cubitt, members of the diving party were Petty Officers M. L. Wilson and G. W. Shaw and AB R. E. Olsen.

Sailors in Eskimoland

Natives Look to RCN Petty Officer for Medical Care

"The number of cases of apparent acute uncomplicated influenza has reached epidemic proportions in this area. Majority of Eskimo population infected."

THIS PORTION of a message which arrived at Naval Headquarters in April from the Naval Radio Station on Padloping Island, off the east coast of Baffin Island, was more than a straightforward statement of medical fact—it was typical of the problems which at any time can face PO Thomas E. Dalglish, of Kingston, Ont., the medical assistant on the island.

PO Dalglish was one of 19 volunteers from the RCN who went to Padloping Island last summer to begin a year of service at the Arctic weather station. They replaced RCN personnel who took over operation of the Arctic station in September, 1953, from the United States Air Force.

The station was established during the Second World War by the USAF with the approval of the Canadian government to gather and transmit weather data. The Navy mans the station at present, but eventually it will be taken

over by the Department of Transport, which will be responsible for its operation. At the present time PO Aubrey J. Smyth, of St. John's, a communicator, is the petty officer in charge.

The nearest medical practitioner in the area is Dr. Geoffrey VanCortlandt Secord, of the Indian Health Service, Department of National Health and Welfare. He is located at Pangnirtung, about 160 miles south of Padloping. The two points are separated by the Cumberland Peninsula which juts out into the Davis Strait.

Dr. Secord, a native of Toronto, served in the RCNVR during the Second World War as a sub-lieutenant from February, 1942, until March, 1943, and later transferred to the Army. After seeing service in northwest Europe he finished his military service early in 1946.

He graduated from the University of Toronto in 1952 and went directly into the Indian Health Service. After spending one year at the IHS Hospital, Edmonton, he left for Pangnirtung in September, 1953. He is due to return home this summer.

When he sent his message on the influenza epidemic, PO Dalglish reported: "Dr. Secord, Pangnirtung, reports a similar epidemic in that area but believes the symptoms there point to pneumonia rather than acute influenza.

"A rapid recovery of the first patients treated here seems to indicate influenza. However, am treating with antibiotics as for pneumonia. Aureomycin has proved most effective.

"Ship's company not infected to date."

IN A LETTER describing the life which is being held at Padloping Island, and which was written on March 3, PO Dalglish says:

We have had only two mail drops in Padloping since our arrival in August of 1954 and in both of these I received clippings describing our existence in the Arctic as primitive to say the least.

We are not dining on walrus blubber and living in igloos as a few imaginative newspaper reporters would have the public believe. We do have the occasional meal of seal liver for variety but our diet actually differs very little from that of any other naval ship or establishment.

Our quarters are adequate and comfortable and the sick bay is quite as modern as any existing . . . I have to be a bit more frugal with my supplies of course.

The Eskimo village I visit on medical rounds is actually split up into three small sections. The first, consisting of three families, is only 200 yards from the base. The second section includes seven families and is about a mile away, while the third is two miles away and entails a trip by rowboat for half that distance to a small point jutting into the bay. There are an additional three families there. The bay is frozen over for seven or eight months each year and medical rounds are more easily made. Rounds are made at least twice a week and, during the summer or when the weather permits, they are made daily.

The Eskimo houses in the area are all rather typical. The outer doorway leads into a storeroom or vestibule. This is usually piled high with seal carcasses, dog harness, firearms and sundry items. The inner doorway leads into the living



This is one of the few Padloping Island huskies that look like one. Most of the others, although of the husky build, are mottled, blotched or streaked with black and white.

quarters. All the skinning, scraping and everyday work is carried on here. It also serves as a bedroom.

There are no chairs, tables or beds as we know them but low benches serving as seats in the daytime and beds at night. The average white person cannot stand erect in an Eskimo house, although there are two or three exceptionally large houses in the village in which he could do so.

The exterior of the house is covered with sealskin, canvas and tarpaper. The interior is windproofed by pasting packing vouchers, comic books, newspapers and pages of magazines over the walls and ceiling. None of the adjoining rooms are on the same level nor are the roofs at the same angle, giving the whole structure the appearance of impending collapse.

THE ESKIMO'S food supply is entirely dependent on the existence of local game, seal being the chief form of sustenance. They eat the greater portion of their food raw and consume the internal organs as well. They bolster this monotonous fare with the occasional caribou, polar bear, fox, hare and wildfowl.

Strangely enough they also eat the proverbial 'boiled owl' and I understand it is as tough as it is supposed to be. In the summer months they collect a few quarts of some small berry but certainly not enough to affect their diet.

Their clothing is made from the skins of the seal, caribou and dog. Small animals, weasel or ermine for example, are used in decorative trimming.

I have a complete outfit and have often worn it in sub-zero temperatures, finding it not nearly as bulky or heavy as our Arctic issue, although one is as warm as the other.

(PO Dalgleish goes on to explain that he has maintained a daily log concerning all medical events since his arrival.)

Last fall (he continues) each Eskimo family was issued 1,000 inter-service vitamin capsules. They have been taking them religiously, children included, and although I have no manner of checking, I believe they may have helped reduce the number of minor infections somewhat.

I do know that only one case of stomatitis (thrush) has appeared and I have had no dermatitis cases since last summer. My predecessor had stated that both were quite prevalent over the 1953-54 period. We both agreed at the time that the high incidence of stomatitis cases was very likely aggravated by the tendency of Eskimo mothers to continue breast-feeding of their youngsters into their third and sometimes



A fine example of modern Eskimo architecture is this Padloping Island bungalow, constructed of canvas, crating, seal skins and even an old bed spring.

well into their fourth year, usually without observing any between-feeding hygiene.

I have had one successful delivery here (just last month) and there are three other expectant mothers in the area, all scheduled for late spring and early summer. No complications were experienced and I am rather looking forward to the others as my limited medical experience was obtained entirely in the service and, naturally no provision was made for obstetrics.

The Eskimo population has been, without exception, co-operative and understanding. The ship's company is healthy and as happy as anyone could be under these circumstances. Our only major complaint is our lack of mail, which is not the fault of the postal authorities but of the unpredictable weather in this latitude.

THE FOREGOING account has been supplemented by details of the general activities of the RCN complement on the island, written by Ldg. Sea. Allan J. Lacour, of St. John's, Nfld., one of the communications staff.

Describing the general situation, he writes: The naval personnel serving at this far northern radio and weather station are gaining a good knowledge of what to expect from the strange Arctic ways. Low temperatures are a common occurrence as is the Aurora Borealis which, on a clear night, may be seen invading almost the entire sky.

The lowest temperature so far recorded this year was 38.3 degrees below zero. December was a dreary month

with only about an hour of twilight daily. Now, the long dark night has given way to a brilliant sun which can be seen for approximately four hours a day.

The job of supplying Padloping is hard since the year's supply must be brought by ship during the few ice-free summer months. Two reefers had to be constructed to replace one lost by fire early last year and with this done, supplies stowed and last year's staff embarked in the government ship, C. D. Howe, the new crew settled down to face the long winter ahead.

Willy, a deodorized skunk, is the mascot of the station and has adapted himself quite well to his Arctic home. Because of weather conditions and danger from over 100 dogs, Willy must spend his Arctic sojourn indoors.

Mail is the main topic of conversation and a daily schedule is kept with Stan Surber, a ham radio operator in Peru, Indiana.

Stan handles messages to and from the men, their friends and loved ones, free of charge. This is greatly appreciated by all since, apart from air drops about one every two months, this is the only means of communication the men have with the outside.

A pleasant surprise came just before Christmas when a USAF aircraft made a parachute drop containing gifts sponsored by the American Red Cross and officers' wives of North Eastern Air Command, USAF. This was followed within the next few days by an RCAF plane dropping mail and Christmas supplies.

Pool and card-playing compose practically the only recreation, apart from a dance put on by the island's natives once a month. The band, which consists of a female native accordionist, is not up to playing the latest mambo, but an enjoyable evening is had by all. They have two square dances which are performed to the same basic tune, with slight variations.

When a sailor appears with a camera at Padloping, the local inhabitants in the vicinity promptly form themselves into what they have learned to regard as photogenic groups.



The British Account

The bold stroke by which Lieut. Miller Worsley, RN, with a band of seamen, soldiers and Indians in open boats, surprised and captured the US Ships *Scorpion* and *Tigress* on Lake Huron in 1814 was described in the December 1954 issue of "The Crowsnest".

In preparing the article "The Navy on Lake Huron—1814", E. C. Russell, Naval Historian, drew largely on American sources. The British account of Lieut. Worsley's exploit has been submitted by Cdr. W. B. Rowbotham, RN, of the Historical Section, Admiralty, and appears below.

IN THE PREVIOUS July (1814) five American vessels had been operating with partial success on Lake Huron; three of them then left for Lake Erie, leaving the schooners *Scorpion*, two guns (Lieutenant Daniel Turner) and *Tigress*, one gun (Sailing master Stephen Champlin) to watch the Detour Passage. These officers became careless and were often to be found stationed about 15 miles apart. On August 31 Lieutenant Miller Worsley, RN,

Skiing and tobogganing were indulged in on a small scale but since the temperature dropped near the bottom this has been almost at a standstill.

Ldg. Sea. Lacour concludes his description on the paradoxical and slightly wistful note: "The morale of the men is good and everyone is looking forward to going back down south when our successors take over in August."

who, with his crew, had escaped when the enemy destroyed his vessel—the *Nancy* schooner—at the mouth of the Nottawagass River, arrived at Michilimackinac, having sighted the two American schooners during his journey, and an expedition was at once organized to effect their capture. This comprised one boat, manned by seamen under Lieut. Worsley, and three others, manned by soldiers of the Royal Newfoundland Fencible Infantry* and a few Royal Artillerymen under Lieutenants Andrew Bulger, Alfred Armstrong and John Radenhurst respectively.

The boats set out in the evening of September 1 and arrived near the Detour Passage at about sunset on the following day, but nothing was attempted that night as the exact position of the enemy had not been ascertained. Next day, the 3rd, the boats' crews remained concealed on shore, and at about 6 o'clock that evening embarked and began their ap-

* This was its full title; the regiment was disbanded on June 24, 1816.

proach, keeping perfect silence. The Indians who had accompanied them were left behind.

At about 9 p.m., after pulling for six miles, one of the schooners—the *Tigress*—was sighted, and the boats got to within 100 yards before being discovered; they were met by a smart fire, but dashed forward and boarded simultaneously. After five minutes' stiff opposition, during which the enemy lost three killed and three wounded, the *Tigress* was carried; the British had two seamen killed and several soldiers slightly wounded.

On the morning of September 4, the prisoners were sent under a guard in a boat to the base, and preparations were made for attacking the other schooner. The *Tigress* was kept at anchor with the American pendant still flying, and on the 5th the *Scorpion* was observed approaching; the men were ordered to lie down under cover, and the unsuspecting enemy anchored that night about two miles off.

At daylight next morning the *Tigress* slipped and ran down under jib and foresail, getting to within ten yards of the *Scorpion* before being discovered to be an enemy. In the course of the next five minutes she was boarded and the British flag hoisted over the American, after the enemy had lost two men killed and two wounded. The total British casualties in the capture of these two schooners were three seamen killed and Lieutenant Bulger and six men of his regiment wounded; in addition, one Royal Artilleryman was also wounded. Lieutenant Worsley was promoted to Commander July 13, 1815.

In 1847, when the General Service (Navy) Medal (1793-1840) was instituted, a Boat Service clasp, dated September 3 and 6, 1814, was awarded with this medal to all survivors of this affair; but only Lieutenant Bulger was still alive to claim and receive the medal.

Officer Lured Back to Navy

A month's voluntary service spent last summer on board the *Quebec* had pleasant recollections for Lieut. (E) William C. Patterson, HMCS *York*, despite his earlier trepidation about the "regular" attitude towards reserves on the coast. (See February 1955 Officers and Men item in "The Crowsnest").

The lure of the sea has proved too much for him in his dryland insurance job as is proven by CW List 49/55 which has him embarking on a short service appointment for three years. He has joined the "Maggie" for her summer cruise.

The Naval Maritime Museum, Esquimalt

THE NAVAL Maritime Museum Esquimalt, was officially opened April 18 by His Honour Clarence H. Wallace, Lieutenant-Governor of British Columbia, who is also its honorary patron. The colourful ceremony which was attended by Naval and Civic dignitaries, included a guard and band from HMCS *Naden*.

The Museum is anything but new in actuality. The building housing the exhibits is among the oldest to be found anywhere in Esquimalt, and is in itself an item of historical interest. The old brick structure was originally built to quarter the Royal Engineers when they were stationed in the Victoria area during the last century. The bricks themselves were transported round the Horn in a sailing vessel.

Thanks largely to the efforts of Cdr. W. S. McCully, these old buildings with thick walls of stone and mortar faced with red bricks will be preserved to present a pleasing and interesting picture at the entrance to HMC Dockyard, in an age when so many really old buildings are being replaced by purely functional concrete structures seen looming above and replacing those old slate-roofed structures about the first parade square at *Naden*.

Something of a museum-piece itself, since it dates from the days when Esquimalt was a Royal Navy base, the Naval Maritime Museum stands atop Signal Hill overlooking HMC Dockyard. The slate-roofed building originally billeted the Royal Engineers and the bricks of which it is built were brought around the Horn by sailing vessel from England. (E-30546)

When these billets were erected Victoria was little more than a colonial settlement and Esquimalt largely covered by first growth Douglas firs. There are still a few of these guardians of the soil left, but as the dockyard continues to expand and parking lots and new installations arise it won't be long before this group of original buildings and trees will be possibly all that remains here of an earlier day.

This is why Cdr. McCully and many others were interested in seeing not only the one building in use at present preserved, but also the similar adjoining buildings kept, so that the museum can expand and there will be adequate room for the display of increasing exhibits and possibly the addition of a naval art gallery. Eventually there will be created, in park-like surroundings, something of lasting beauty and interest.

Cdr. McCully was appointed to a staff course in England earlier this year and was succeeded as chairman by Instr. Cdr. C. H. Little.

At once evident on entering the museum is the excellent manner in which each article is displayed. To mention only a few of the many items



H. L. Cadieux, curator of the Naval Maritime Museum, examines a pair of spectacles, among the personal effects of Lord Nelson. In the display case can be seen a personal letter of Nelson's, while the solid marble bust above was obtained, with the help of the Duke of Edinburgh, from the Greenwich Museum of England. (E-30545)

of interest of which Curator H. L. Cadieux is rightly proud, there is a picture of the official opening of the drydock in 1887 with HM sailing ship *Cormorant* entering the flooded basin, the latter built of huge stone blocks and still in operation; there are pictures of Captain Cook's landing and episodes of his travels in 1778 to 1779, and an old chart of North America and North East Asia in which Vancouver Island is not even shown. These items are donations from the museum in Greenwich, England, as are many others. There is a flag taken from MS *Weser* of 9,000 tons, the first Canadian prize of the Second World War. Victorians well remember this exploit of HMCS *Prince Robert* in 1940, from which this tattered Nazi rally ensign remains.

There is a display of English RN china of 1868, discontinued in 1898. One quite easily pictures its blue design in the wardroom of a sailing ship. There are some fine old lanterns, from candle to oil, that many would be glad to have for their front porch. There are numerous ship's bells, last reminders of ships once serving on our coast, most of them no longer in existence, others rusting away in a foreign port or ending their days ignominiously as hog fuel carriers. HMCS *Quatsino*, HMCS *Uganda*, the *Restorer* (cable ship, commissioned in 1902, so long a familiar sight below Victoria's Johnson Street Bridge) and HMS



Foxhound are just names to many, but to others conjure up memories full of romance and adventure.

Here is a pictorial history of the life of Nelson by publisher Bowyer, printed in 1808. There is the weather-beaten, broad and graceful wooden wheel from the clipper ship *Memelope*, its worn head grips speaking of a spread of straining canvas and flying spray. There is an original letter of 1803 from HMS *Victory*, signed Nelson and Bronte, and there are Nelson's spectacles and private papers. Upstairs are cabinets in which mannequins wear the old type dress uniforms from that of the late Admiral P. B. Nelles to a seaman in shore going rig. Here is a sealing exhibit, spears, guns and a green dragon figure-head. One remembers Victoria's sealing fleet and their men and ships, the *Saucy Lass*, Capt. Jacobson, broad shoulders and gnarled hands, one eye missing, who told of the boom that swung in a gale off the Pribiloffs and of how his broken jaw was repaired with brace and bit and silver wire.

There is an exhibit of Stefansson's Canadian Arctic expedition of 1906 to 1912 in the ship *Karluck*, built in 1884. There is a piece of chain picked up by HMCS *Labrador* on her voyage through the Northwest Passage from an ancient Arctic wreck.

Models of early sailing ships include a full-rigged frigate of the 18th



Shown together during opening ceremonies April 18 of the Naval Maritime Museum, Esquimalt, are (left to right): Instr. Cdr. C. H. Little, chairman of the museum, His Honour Clarence Wallace, Lieutenant Governor of British Columbia, and Patron of Honour of the museum, and Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast and museum president. (E-31073)

Century, the tea clipper *Cutty Sark*, designed in 1869, a China clipper and the old coastal steam vessel *Chelohsin*. There is a model of Columbus' flag ship the *Santa Maria* and hand-whittled

models of the sailing frigate *Nile* and an unarmed cutter of 1811.

Other interesting items are some old gold scales of approximately 80 years ago, used when payment of HMC Dockyard workers was made in gold and "free" gold was the medium of exchange. There is a cat-o-nine tails, origin of the expression "letting the cat out of the bag," since it was always carried in a red sack or bag and had to be removed for use across an offender's back.

Inside the entrance of the museum, are photographs of Canada's Chiefs of Naval Staff. Below the photographs is an exhibit of Indian relics uncovered during excavations about the dockyard, polished stone hide scrapers, arrow heads and a drilled stone anchor, the primitive forerunner of the large iron one, seen on the lawn outside the museum.

As Cdr. McCully has observed, Victoria is an excellent place to have a museum of this kind since there are so many civilians and service people, retired or active, resident there and such a wealth of material available. Present owners may not be aware of an item's value or of its original use. The Naval Maritime Museum, Esquimalt, was begun with this in mind and it is hoped that the entirely voluntary organization will continue to receive objects from



Instr. Cdr. C. H. Little, chairman of the Museum board, explains the manning of cannons on a model of an armed merchantman, to Wren Marie Cheney, Ord. Sea. Neville Middleton and Ord. Sea. Kenneth Hunter. This is one of 18 ship models in the museum, varying in size from one to eight feet in length. This particular model was built in 1811. (E-20520)

near and far, so that they can be properly assessed, catalogued and displayed for all to see.

The new museum is manned full time, and the public receives conducted morning and afternoon tours, Wednesday through Sunday inclusive.

A large reference library has been established in an adjoining building and Curator H. L. Cadieux, a master mariner and lieutenant-commander in the RCN(R), welcomes any enquiries on naval or maritime history. Like the items on display, most of the volumes and data have been donated or loaned, and the curator emphasizes that any charts, books, pictures or museum items would be gratefully received.

Besides having for its patron the Lieutenant Governor, the museum has

as president Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast. Vice-Presidents are Commodore P. D. Budge, Commodore of RCN Barracks, Esquimalt, and Commodore B. R. Spencer, Commodore Superintendent, HMC Dockyard.

Along with Instr. Cdr. Little as chairman, the board consists of E. S. McGowan, master attendant, Lt.-Cdr. John Alderton, Lt.-Cdr. (SB) C. L. Mofford, Lt.-Cdr. D. M. Waters, Lieut. (S) G. H. Fielding, and Mr. Cadieux, voluntary curator.

The museum not only fills a long felt need on the west coast at the naval gateway to the Pacific, but will continue to be a thing of lasting cultural interest and an historical record of Canadian naval history and tradition.—W.P.M.S.



Building an Admiral

IT TAKES YEARS of naval service and a tremendous wealth of experience before a career sailor may become an admiral through the normal channels of promotion. But the shipwright shop at HMCS *Naden* can create an "admiral" in a few weeks.

The problem for the naval artisans began when three historical uniforms were donated to the Naval Maritime Museum in Esquimalt. There were no mannequins on which to display the uniforms, so CPO James A. Maxwell was appointed "Dr. Frankenstein" to make the life-like forms.

With the help of CPO H. Sherman and PO Andrew Robb, the job got underway. It was easy to build the bodies out of wire and plywood and pipe fittings but the heads and faces presented the real tasks. By chance an RCMP film was being shown in a local theatre at the time and it dealt with the manufacture of plaster heads and hands for police purposes. This gave them some ideas for building the "admiral".

Before making the plaster forms the "chippy" shop got the help of the Royal Canadian Dental Corps. With their knowledge of producing dental plates and bridges, Sgt.-Major William McMichael, Sgt. G. F. McKay and Corporals Ken Rothwell and V. Krymlak offered the required know-how.

From here on it was easy going. CPO Maxwell could just nicely get into the Admiral's uniform which was donated by Mrs. Percy W. Nelles. While CPO Maxwell modelled, PO Robb cut the wood and wire and pipe to size. The face was moulded and set in place. The hands were produced in the same man-

ner. Once covered by the costly uniform, the frame became a body.

After the "admiral" had been built it took little trouble to build a lieutenant and even less time to produce a seaman—which is only fair in terms of naval procedure.

The lieutenant's uniform has special historical significance, for it was worn by Rear-Admiral J. C. Hibbard in May 1939 when His Majesty King George VI presented the King's Colour at Beacon Hill. Admiral Hibbard received the colour from the King during his visit to the Pacific Coast. This occasion marked the first time the reigning monarch presented his colour beyond the United Kingdom.

The seaman's uniform was the summer rig worn before and during the First World War. On the "Boater" the tally reads "HMCS *Rainbow*", the RCN's first West Coast warship.

Future visitors to the Naval Maritime Museum who view the three mannequins will not only see some of the early uniforms worn in the Navy but they will also see tangible evidence of the ingenuity of the modern shipwright.—A.J.C.



1. CPO James A. Maxwell gingerly lifts the mannequin's face out of its mould. The hand in the foreground is made in the same manner. (E-30107)

2. While CPO Maxwell smooths the mannequin's neck, PO Andrew Robb works on the body to fill out the uniform once worn by the late Admiral Percy W. Nelles. (E-30108)

3. Preparing mannequin and uniform for display. The uniform was generously donated by Mrs. Percy W. Nelles, widow of the late Admiral Nelles. CPO Maxwell was the shipwright in charge of building the mannequins used in the uniform display in the Naval Maritime Museum, Signal Hill, Esquimalt. (E-30547)

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *New Liskeard*

After a refit which began with the new year at Liverpool, N.S., the *New Liskeard* returned to her Halifax base early in May to carry out trials prior to sailing south for a three-week work-up and training cruise.

In Liverpool, the *New Liskeard* was well looked after by the towns-people and many fields of recreation and sports were opened to the ship's company such as bowling, badminton, curling, hockey, bridge games and dances.

Although most of the ship's company returned to *Stadacona*, enough men were left in Liverpool to make up a hockey team which played games in Bridgewater and Lunenburg.

Communications Training Centre

Due to a series of communication trade group courses arising at approximately the same time a number of changes have occurred at *Stadacona's* message centre and Communications Training Centre.

Lieut. R. L. Wales has been appointed to the JOTLC "M" class and replaced by Cd. Com. Off. Donald McGee. CPO Leonard Murray has been replaced as Radio Trade Group II instructor by CPO Robert Palmer. CPO Murray went to *Cornwallis* for an PI4 Course.

PO Louis Coyle has been replaced as message centre yeoman by PO William Murphy. PO Coyle went to *Cornwallis* for a Trade Group III course.

Albro Lake Radio Station

Cd. Comm. Off. Charles J. Scott is now a Lieutenant (Star) and has been reappointed to Albro Lake Naval Radio Station.

Leading Seamen Herbert F. King and Pierre A. Roy are new additions to the station.

An enjoyable "smoker" was held on board for the Newport-Albro hockey teams. Newport was the victorious team for the past hockey season.

The Albro Lake softball team is once again entered in the Dartmouth Suburban Softball League.

First Canadian Minesweeping Squadron

The First Canadian Minesweeping Squadron under Cdr. H. B. Carnall re-

cently completed a highly successful 7,000-mile major training cruise, which included calls to seven ports in the Caribbean area. For the Squadron this was its first major cruise and the first cruise of its magnitude for ships of that class.

Consisting of the coastal class minesweepers, the *Gaspé* (Cdr. Carnall), the *Trinity* (Lt.-Cdr. A. H. M. Slater), the *Ungava* (Lt.-Cdr. E. J. Semmens) and the *Quinte* (Lt.-Cdr. Daniel Brownlow), the squadron sailed from Halifax on March 11. The *Quinte*, a unit of the squadron for the cruise only, is a tender to HMCS *Scotian*, the Halifax naval division. The squadron's fourth unit, the *Resolute*, developed a defect and was unable to accompany the other ships.

Southward bound, the first call was at Bermuda, where fuel, water and provisions were taken on and crew members walked off the effect of the heavy weather experienced. Here, too, the four ships took on a new coat of paint.

South again to the Caribbean and St. John's, Antigua, the land of sugar. Fishing fans in the ships had their day here

when a 200-pound shark took a ten-inch hook (forged by Ldg. Sea. Raoul Hebert from an old screwdriver) on 100 feet of one-and-a-quarter-inch manila, from over the side of the *Ungava*. Ten men landed the monster with the aid of a minesweeping davit. The shark was given to the natives.

Five days later, the squadron dropped picks at the southern-most extremity of their cruise, Bridgetown, Ba-bados, where, for six out of the seven days, intensive minesweeping training was carried out. The daily routine here consisted of "wakey, wakey" at 0515 and sailing at 0600 with the first sweeps in the water by 0645. During this time every opportunity was taken to work with different types of sweeps while formation exercises were carried out from the bridge. Anchorages were made, usually, by about 1400 daily.

From Barbados the squadron sailed for Port-au-Prince, Haiti, arriving on April 4, and became the first Royal Canadian Navy warships ever to visit Haiti in the course of a training cruise. During the short stay here the bonds of friendship, which had been forged when



Seated with their hosts before the Wardroom Officers' Mess at HMCS *Cornwallis*, new entry training base, are 28 military attachés and advisers from 20 countries who this spring toured naval establishments in the Royal Canadian Navy's Atlantic Command. (DB-5144)

Haitian President Paul E. Maghores visited Canada in February, were more firmly cemented.

Here, too, the ships companies were royally entertained. A 50-man guard, under Lieut. Constantine Cotaras and Sub-Lt. Kenneth Wilson, was landed by the squadron, and, accompanied by the Haitian Army Band, marched to the monument to Toussaint Louverture, the great national hero, where Commander Carnall laid a wreath for Canada, and then to the mausoleum of Dessalines and Petion, other national heroes, where Cdr. Carnall and E. R. Bellemare, Canadian Chargé d'Affaires, laid a second wreath. The new Canadian Embassy at Port-au-Prince also entertained the ships officers and later they watched the Haitian dance, "Meringue".

Easter was spent in Nassau, in the Bahamas, where the ships companies attended services in one of the many Nassau churches.

April 19 saw the Squadron arriving at Charleston, South Carolina, and the effects of the colder climate began to be felt. The four days at Charleston were not only busy ones but also beneficial ones. With four ships of the United States Mine Force, the Squadron carried out minesweeping operations in a simulated minefield sown with various types of mines. Cdr. Carnall became the OTC and they operated also with a mine screening force. The *Ungava* was the undisputed minesweeping champion.

Got a kiss for Daddy? PO Ronald Robertson, of HMCS *Quinte* greets his wife, Frances, and daughter Bernice on his return to Halifax May 1 from a six-week cruise to Caribbean waters with the First Canadian Minesweeping Squadron. (HS-35801)



At the last port of call, Yorktown, Virginia, personnel from the Canadian ships took advantage of the training facilities offered by the U.S. Navy Schools of Mine Warfare.

Sports also played a part during the cruise and again the *Ungava* appeared to have the upper hand when she won a softball game handily from the USS *Director*, a new class minesweeper, while at Charleston, and won four of the five top prizes at a joint USN-RCN track and field meet at Yorktown.

Sporting their new tans, and with straw hats and mahogany coffee tables tucked under their arms, Squadron personnel stepped ashore in their home port of Halifax again on May 1, six of them to see for the first time new members of their families, born during the ships' absence.

Ordnance Training Centre

The latest Armourer Mates' class has gone all out to put the province of Ontario on the records of the Ordnance Training Centre at *Stadacona*.

They are the 11th A.M.'s "Q" and all eight members are from Ontario: Ord. Smm. David Evans of Welland; William Draper of Atikokan; Alexander Parkhill of Ingersoll, James Crawshaw of Tillsonburg; Emerson Harten of Sault Ste. Marie; Patrick Hardy of Windsor; Charles Bugg, of Aylmer, and Frank Somner, of Kingston. The class got under way February 7 with PO Joe Slusarenko as their instructor.

In the departmental sports arena, PO Howard White's Apprentices tried their hand at volleyball but were nosed out by PO Joe Slusarenko's Mates with a game standing of 3-2. The Apprentices are now casting about for a new captain, PO White having gone to the *Haida* for a spell of sea duty.

CPO Samuel Murdoch, who was a member of the trials team on the ordnance staff of Flag Officer Atlantic Coast, has recovered sufficiently from a few weeks in naval hospital to start his pension leave after 25 years' service.

PO Joseph Slusarenko has been drafted to the *Wallaceburg* after a short stay in Ordnance Training Centre.

CPO Maurice Carroll will be taking over ordnance duties in the *Portage* after successfully completing his trades test for ordnance technician.

Able Seamen Leonard Tracy, Real Herbert and Everett Mason are now qualifying for Trade Group 2.

The first apprentice class, after qualifying in the centre, is now in Electrical School for further studies.



A proud father gazed on his son for the first time when he returned to Halifax May 1, following a six-week cruise in Caribbean waters. He is Lieut. Constantine Cotaras, of HMCS *Ungava*, shown with his wife, Helen, and George Anthony, aged one month. (HS-35799)

Ordnance personnel will regret to hear of the passing of Lorne Hemphill on the staff of the Inspector of Naval Ordnance at the Naval Armament Depot. Mr. Hemphill was a pensioner from the RCN and an ex-gunnery instructor.

HMCS *D'Iberville*

In Quebec City's bustling Maurice Pollack Ltd. department store, customers so inclined shopped for naval information during the week of April 12. Feature of an RCN exhibit on display there was a 38-foot detailed model of HMCS *St. Laurent*.

Moppets, adolescents and adults popped hundreds of questions at Wrens and ordinary seamen detailed to supply information. Eye-catching uniformed mannequins also elicited numerous questions about navy customs and careers.

Lieut. John Gauthier, area recruiting officer, organized the display.

The RCN English-language school for French-speaking recruits at *D'Iberville* was the object of a day-long tour by French Admiral Lemonnier on April 1. Commander Dunn Lantier was host to the admiral, who is Naval Deputy to SACEUR, his aide, Lieut. J. S. Gilton, and Col. A. Deperrois, French military and naval attaché to Canada.

May 13 marked the close of a bi-monthly series of current events lectures given before *D'Iberville's* person-

nel by Andre Patry, director of cultural relations at Laval University. Mr. Patry was to leave on May 25 for an extended tour of the Mediterranean area.

Before his departure for a European lecture series, Professor William Mackay of Laval University's English department visited *D'Iberville* for a preliminary briefing on the school's English teaching program. Professor Mackay will return to the ship in the fall for advisory conferences with the teaching staff on English-language course techniques.

NAVAL DIVISIONS

HMCS York

HMCS *York's* war dead were given their place of honour April 24 when their names were placed in a war memorial on the quarterdeck.

The memorial to 250 sailors and Wrens who joined the Royal Canadian Navy through *York* and died on active service in the Second World War was unveiled at a ceremony attended by next of kin, representatives of the city and provincial governments and officers and men of *York* and other naval organizations.

Taking the form of a Book of Remembrance resting on a shelf and surmounted by a bronze plaque, the mem-

The war memorial of HMCS *York* was dedicated on Sunday, April 24. The memorial includes a Book of Remembrance, in which are inscribed the names of 250 personnel from the Toronto naval division who lost their lives in the Second World War, a bronze plaque and naval crown. Shown are PO G. N. Keith, who played the Last Post and Reveille, and PO William Clews, who unveiled the plaque.



Cadet William E. Paterson, outstanding member of the UNTD graduating class at *York*, receives an award from Lt.-Cdr. J. B. Goad, RCN(R) (Ret'd), president of the Naval Officers' Association, Toronto branch. Others shown are Cadet Ronald Owston of the graduating class and Cadet R. L. McMinn (right) top cadet of the second year. The presentation was made recently in the Toronto naval division during the UNTD graduation ceremony. (Photo by Gordon W. Powley, Toronto.)

orial contains the largest number of Navy casualties on one naval division memorial in Canada.

Chaplain (P) A. E. Kemp led in prayers and Chaplain (P) W. O. Fennell read the lesson. The Rt. Rev. G. A. Wells, former Chaplain of the Fleet (P), gave the address.

The Book of Remembrance was carried to the quarterdeck where it was blessed by Chaplain (RC) M. T. Dodd. Chaplain Kemp gave the prayer of dedication. The Last Post was played, followed by Reveille and God Save the Queen.

The military band under the direction of Commissioned Officer (SB) W. W. Steel was in attendance.

The Engineering Branch at *York* won the congratulations of the Commanding Officer Naval Divisions for its fine showing in the mid-term examinations.

The following comment on these examinations was received from COND:

"The results obtained in all these examinations are the best obtained by any of the Naval Divisions. The various classes appear to be well organized, as with minor exceptions, all men are placed in courses which bear directly on their promotion. While it is appreciated that *York* is in an enviable position in that it is well complemented with Engineer Officers, the organization

and results obtained reflect most creditably on the Engineering Branch of the Division."

HMCS Scotian

Scotian held the division's annual church parade on Sunday, April 3, with all personnel attending, including Cadets and Sea Cadets. The parade moved off at 0930 from the Garrison Grounds with the *Stadacona* band leading.

The Hon. Alistair Fraser, Lieutenant-Governor of Nova Scotia, took the salute on South Park Street, before the parade broke off at Grafton Street, with the Roman Catholics proceeding to St. Mary's Basilica and the Protestants to Fort Massey Church.

On the saluting platform were Lt.-Cdr. S. S. Claremont; Lt.-Cdr. B. S. Beck (Aide de Camp); Lt.-Cdr. D. J. P. O'Hagan; Cdr. W. G. Allen, Lieutenant Governor Alistair Fraser, and Lt.-Cdr. R. E. Garrison, RSCCC. The parade commander was Lt.-Cdr. C. J. Williams.

HMCS Prevost

The Wrens of *Prevost* held their second annual mess dinner on Friday, April 1, in the Wedgewood Room of the Savoy Hotel, London, Ontario.

It is believed that *Prevost* Wrens were the first division to hold a formal mess dinner and it has become an annual affair.



The commanding officers of the Hamilton naval division from its formation in 1923 to the present day are shown here, along with Rear-Admiral Walter Hose, former Chief of Naval Staff, and Commodore K. F. Adams, Commanding Officer Naval Divisions. Commissioned HMCS Star during the Second World War, the division is commanded by Cdr. John H. Curtis. Front row (left to right): Lt.-Cdr. Lloyd Westland, Lt.-Cdr. R. Howard Yeats, Rear-Admiral Hose, Lt.-Cdr. J. C. Hart, and Commodore Adams. Rear row: Lieut. W. R. Morrison, Cdr. George Ross, Cdr. George Parke, Cdr. Curtis, Cdr. Colin I. Glassco, Lt.-Cdr. W. H. Adamson and Lieut. W. B. Thomson. (COND-1500)

The honoured guest and speaker was Lieut. A. D. Talman, RCN(R) (Ret'd), of Toronto. Other guests included the divisional officer, Sub.-Lt. (W) S. M. Brereton, and *Prevost's* assistant staff officer, Sub.-Lt. (W) M. L. Lahn. Former Wrens now on the Emergency List were also invited.

The staff of *Prevost* received with regret the news of the death of Lieut.-Cdr. (G) M. J. Waymouth, who served as Staff Officer, *Prevost*, for six months. He leaves his wife and three daughters, Mary, 7, Susan, 6, and Joan, 2, who have taken up residence in Windsor, Ontario.

HMCS Queen Charlotte

CPO Stanley G. Bowles, for nine years the recruiting chief at *Queen Charlotte*, P.E.I. naval division, has retired after a quarter-century of naval service. He plans to stay in Charlottetown as an accountant with the firm of H. F. Schurman Co., Ltd.

English born and educated, he joined the RCN in Ottawa in 1930 and became a torpedo rate. In 1940 he was minesweeping off Halifax and then inspected armament of merchant ships assembling there. Spells of North Atlantic duty were broken by instructional posts at the Torpedo School. He fin-

ished the war at sea in the destroyer *St. Laurent*.

CPO Bowles joined *Queen Charlotte* in November, 1945, to assist in the demobilization of wartime personnel and

to reorganize reserves there on a peacetime footing. In 1947 he became the assistant to the recruiting officer and two years later became RCN recruiting chief for the Island and Magdalen area.

He has appeared frequently in the "Navy Plays" section of "The Crow's-nest" as a noteworthy sharpshooter in P.E.I. competitions. His wife, the former Regina Atkins, is from Charlottetown. His eldest daughter is with the RCAF at Ottawa and one son, Robert, is in the reserve at *Queen Charlotte*.

HMCS Donnacona

A guard and members of the ship's company of *Donnacona* attended Ypres Day ceremonies at the cenotaph in Verdun, Que., on Sunday, April 24.

The anniversary is an annual civic occasion in Verdun. In addition to the guard, a division of men and a division of Wrens from the Montreal naval establishment took part in the march past.

HMCS Unicorn

The Chief of Naval Staff paid an informal visit to HMCS *Unicorn* in the course of a brief stop in Saskatoon to address the annual banquet of the United Services Institute.

Vice-Admiral E. R. Mainguy spoke on "Sea Power", reviewing in general terms the history of naval warfare in his talk to officers of the three services at their annual banquet.

Following the banquet the admiral was guest of honour at a reception in *Unicorn's* wardroom.



(Answers on page twenty-seven)

The Reserve Training Establishment West Coast

ITS FORMER quarters in the Dockyard occupied by HMCS *Venture* the Reserve Training Establishment, West Coast, is now situated in Building 20 (Administration Annex) HMCS *Naden*. The Training Commander, *Naden*, is also the Reserve Training Commander, holding a dual appointment. He has on his staff assistant training commanders, reserves, cadets and schools.

The Royal Canadian Navy (Reserve) is an integral part of the naval forces of Canada and the provision of adequate and efficient training for reservists is a matter of vital importance to the Navy. The strength of the Royal Canadian Navy in time of emergency will depend to a great extent on the professional ability of the members of the reserve. It is with this in mind that the staff of the Reserve Training Commander endeavours to fulfil the individual training requirement of officers, men and Wrens.

During the winter period—October to March—when the reserve training program has “slacked off”, this is a comparatively easy task as compared to

summer training season—April to September—when reserve training reaches its peak. From January 1, 1954 until September 30, 1954, 407 men and Wrens and 339 officers had received training at the West Coast.

With the inauguration of the Great Lakes Training Centre, RCN(R) new entries are trained in Part II of the New Entry Training Syllabus at Hamilton and the following season advance to Branch training at the Reserve Training Establishments.

All men must be marked “trained” before proceeding to Reserve Training Establishment West or East Coast, Part I of the training syllabus being completed in the division.

A new move has been the formation of a permanent Reserve Training Squadron (Canresron II), Second Canadian Reserve Training Squadron, based at Esquimalt consisting of the *Brockville* and *Digby* (Bangor escorts), and *Cordova* (minesweeper). These ships will be manned by a nucleus of RCN personnel and will be employed entirely in providing training afloat for officers and men of the RCN(R).

The “password” at Reserve Training Establishment could appropriately be “Natrap” which is an abbreviation for “Naval Training Program for the Royal Canadian Navy Reserve”, or BRCN 3004 which is the “bible” of those connected with reserve training.

The word now means to the “layman” two forms; pink for men, white for officers, the former being Natrap Appendix II, and the latter, Natrap Appendix I. These forms are sent from the division, copy to Commanding Officer Naval Divisions and to the Reserve Training Commander at East and West Coasts. All relevant information is carried on these—course required, sea time, on job training, number of days available for naval training or special duty, commencement and expiration date, requirements for promotion, etc.

Therefore, on the “Natrap” is based each officer's or man's requirement and the training staff's decision is made on this information, in conjunction with the commanding officers and officers-in-charge of the various ships, schools, and establishments. They pass along word as to what classes can accommodate officer, man or Wren concerned, what berths are available in ships, and which instructors will be available.

All officers and men are interviewed before leaving the Reserve Training Establishment, either by the Reserve Training Commander or Assistant Training Commander (Reserves). Any complaints or suggestions regarding training are analyzed and immediate corrective action is taken when necessary. All officers, men and Wrens fill out a critique upon departure from Reserve Training Establishment.

In conclusion a brief word about Naval Training and Special Duty:

Annual naval training consists of a minimum of 15 days formal training at an establishment other than the naval division to which the trainee is attached, or in a ship. Naval training for reserve personnel is compulsory for all reserve officers, men and Wrens serving on the active list.

Special duty normally follows a period of naval training, usually only approved for RCN(R) personnel who have taken naval training during the year. No man under 17 years of age is sent to the Coasts for naval training or special duty.—J.S.L.



Ldg. Sea. J. G. Humphrey of HMCS *Unicorn*, the Saskatoon naval division, going over his “Out Routine” with CPO J. S. Lawrence (the story's author), of the Reserve Training Establishment, West Coast, at *Naden*. The prairie reservist had just completed his course at the Seamanship School. (E-30067)

THE NAVY PLAYS

Two Yachts to Sail In Ocean Race

Once again the Halifax Squadron of the Royal Canadian Navy Sailing Association will enter the German-built yachts *Grilse* and *Tuna* in the bi-annual New England to Halifax Open Ocean Race. Since 1947 the war prizes have sailed under the burgee of the RCNSA and its predecessor, the Shearwater Sailing Club, in the event, considered one of the principal yachting fixtures in North America.

The race was inaugurated before the Second World War and resumed in 1947. Co-sponsors are the Royal Nova Scotia Yacht Squadron (North America's oldest) and the Boston Station of the Cruising Club of America, which succeeded the Boston Yacht Club as co-sponsor two years ago.

The prominent American cruising club got its start in Baddeck, Cape Breton. Its prime organizer was the noted scientist "Casey" Baldwin, whose son, Lt.-Cdr. P. A. G. B. Baldwin of the *Stettler* is a confirmed yachting enthusiast, too.

Halifax Squadron RCNSA officers elected recently include:— Commodore, Cdr. F. W. Bradley; Vice-Commodore, CPO Charles Church; Rear-Commodore, Lt.-Cdr. W. S. Blandy; Fleet Captain, Lt.-Cdr. (E) (A/E) G. H. F. (Peter) Poole-Warren, and Secretary, Lt.-Cdr. E. L. Pendlebury. Lt.-Cdr. Gordon S. Clark is retiring Commodore.

Altitude Beats Quebec Puckists

Although they lost 15-9 to Johannesburg All Stars, the *Quebec* hockey team had the honour of being the first RCN puck squad, and may well have been the first Canadian team, to have played the national sport in the heart of Africa. The 6,000-foot altitude was too much for sea-level lungs.

In baseball, softball, cricket, soccer and water polo, the sailors showed well in Cape Town, Port Elizabeth and Durban, though they bowed often to superior team play and training among their African competitors.

The Supply Department won a cake for beating nine other departments in

a tabloid of sports arranged by Instr. Lt.-Cdr. Don Hamilton while the cruiser was steaming across the Indian Ocean.

Mombasa, Kenya; Alexandria, Egypt; Villefranche, France, and Barcelona, Spain, produced capable teams in field hockey, basketball, swimming relays and boxing, but there too the *Quebec's* athletes cornered their share of wins.

The Canadians made a clean sweep of softball nines from USS *Newport News*, flagship of the Sixth Fleet, which was anchored at Villefranche while the *Quebec* was there. The ship's team beat the Americans at their own sport 10-5, chief and POs downed their U.S. opposite numbers 11-4 and *Quebec* communicators beat the *Newport's* signalmen 16-8.

CMR Naval Cadets Shine at Fencing

Students of Collège Militaire Royal de Saint-Jean eclipsed the Province of Quebec Foil championship, class "C", held this spring in Montreal.

Of the six fencers who reached the final pool, four were from CMR; they placed first, second, third, and fifth.

Top two were naval cadets, Cadet P. J. D. Lalancette in first place and Cadet P. A. Bourbeau, second. Coach of the CMR team was Lt.-Cdr. B. C. Thillaye, Senior Naval Staff Officer there.

Fencers are divided into four classes, Novices, "C", "B" and "A" classes respectively.

Navy Riflemen Drop 3 Trophies

Navy teams lost three previously-held trophies to the Halifax City Police, one to the RCMP, and gained one trophy in the Halifax Garrison Indoor Rifle League.

The senior Navy team, captained by Lieut. J. E. Abraham shot 11 matches winning high team aggregate for the senior division. Their toughest opponents, Halifax police, relieved them of the Navy League cup, HGIRL Trophy and the Aldershot cup. The Individual Grand Aggregate trophy was won from Navy by the RCMP.

The junior team, captained by CPO Albert Potter, held all last season's trophies and added the Cook Memorial



Flanking their coach are the top winners in the class "C" Quebec foil championships after winning this spring in Montreal. Both are naval cadets from Collège Militaire Royal de Saint-Jean. Left to right are Cadet P. J. D. Lalancette, first; Lt.-Cdr. B. C. Thillaye, coach and CMR senior naval staff officer, and Cadet P. A. Bourbeau, runner up. CMR placed four in the top six fencers.

Cup which was won by AB John Cutler for the highest individual aggregate (942/1,000).

Days of almost total supremacy by sailors of the league would appear to be waning.

Doubting Gunner Fooled by Wrens

York Wrens, of whom a despairing gunner said they "couldn't hit a cow in the eye with a shovel", nevertheless averaged a score of 61 to win a rifle competition with Toronto CWACs and WDs. York's highest score was 78, CWAC's 62 and WD's 82 although most of the latter never held rifles before.

The Wrens feel confident now that they could hit the cow's eye "if we weren't afraid of cows".

Sailors Compete In Marathon

Two long-distance runners at Cornwallis were contenders recently in the 59th Annual American Marathon at Boston, Mass. Ldg. Sea. James K. Takaoka, of Calgary, who is a sick bay tiffie at the new entry training base, placed 32nd in the gruelling 26-miler with a time of two hours, 52 minutes, for which he received a medal. Ldg. Sea. Harry J. Verran, of Placentia, Nfld., a photographer, did it in three hours, three minutes, to finish 48th in the field of 200 competitors.

They were entered in the annual Canadian Amateur 10-mile champion-

AB Bob Hesson, Stadacona, Dominion lightweight champion. (DB-3952)



ships to be run off at Fort William, Ont., on May 26, but the event was cancelled because of a dearth of entries.

Takaoka and Verran have been running around Maritime courses for some time with considerable success.

Two Boxing Crowns To Atlantic Command

The Atlantic Command boasts two Dominion amateur boxing champions, crowned early in May at Regina. They are Ldg. Sea. Ray Shanks, Toronto, now lightweight champion, and AB Bob Hesson, Stratford, light-heavyweight winner.

Shanks decisioned John Houle, Sudbury, Ont., and Ed Smith, Montreal, to get his crown. Hesson cooled Al Sparks of Winnipeg at the 28-second mark of round one to finish an amateur fight in near-record time. He drove Sparks into his own corner, chopped him to the deck and won the nod when referee Jim Coughlin stopped it as a very dazed Sparks surfaced before the full count.

Naden's "Golden Boy", Ldg. Sea. Trent Ketcheson, failed to recapture the middleweight title he held in 1952. Montrealer Wally Gordon upset his hopes with an effective left hand and a knack for tying up the more powerful sailor during in-fighting. Ketcheson was runner-up in the division last year.

Shanks, who looks like a pro, had 26 out of 30 fights in his favour before heading West for the two-day journey. Lithe, well-built Hesson had won 38 of 45 encounters. Both fought in last year's championships at Toronto.

Lieut. (E) Frank MacKintosh, a pugilist of note a decade or so ago, coached the new champs. He is chairman of the Nova Scotia branch of the Amateur Athletic Union of Canada.

Four Records Broken by Star

A jubilant report from *Star* ending with "THREE CHEERS FOR OUR TEAM — AND SEVERAL TIGERS" gave an ecstatic account of how the Navy, with the smallest team, established four new records in 13 events to win the Tri-Service track meet in Hamilton this spring. They became the first winners of the new Championship Trophy presented by local sports-writers and sportscasters.

The reserve sailors overcame the efforts of two RCAF teams and several army squads and were first through the tape in the one-lap dash, the six-lap medley relay, commanding officers re-



Ldg. Sea. Ray Shanks, Cornwallis, Dominion lightweight champion. (DB-29923)

lay walking race and the eight-lap relay.

The event, which will do much to salve indifferent *Star* performances in past years, was preceded by a parade of the three services to the Hamilton Armouries.

York Officers Show Progress

York officers were crushed by a hard-hitting Service Corps team in the final of the Toronto Garrison baseball playoffs.

Every year the Navy entry shows improvement, however. A few years ago, the York nine was beaten every game. This season, it won nine and lost one in the schedule.

Based on past performance, next year should be Navy's year.

TAS Team Wins Basketball Title

Naden's TAS Training Centre won the Pacific Command basketball championship, finishing in top place in the ten-team Barracks inter-part league and making a clean sweep in the Command playoffs.

The title was won after a narrow win over *New Glasgow* in the final. All ships in the Command, with the exception of the Second Minesweeping Squadron, took part.

LOWER DECK PROMOTIONS

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

ALLEN, Douglas G.....LSSW1
ARSENAULT, Robert J.....LSRP1
ASHWORTH, James E.....P2LR2
AUDET, Joseph V.....LSEM1

BADIOU, Lionel J.....LSEM1
BARNIER, Ronald A.....LSTD1
BEAUMONT, William R.....P2TD3
BERUBE, Guy J.....LSEM1
BLOUIN, Paul J.....LSLM1
BOGARD, John.....LSCK1
BOYD, Thomas D.....C2AT4
BROKENSHERE, Kenneth W....P2EM2
BRUCE, Blair J.....LSSW1
BRUCE, William W.....LSEM1

CAMERON, William A.....LSTD2
CAMPBELL, Roderick J.....LSRP1
CARTER, Lewis O.....LSLM1
CHAINED, Camille J.....LSEM1
COLDHAM, Gordon J.....LSLM2
CROYDEN, Allan M.....LSCR1
CUNNINGHAM, James J.....LSCK2

de KERGOMMEAUX,
Denis M. M. C.....LSLM2
DELISLE, David J.....P2EM2
DESLAURIER, Raymond L....LSRP1
DINNER, David W.....LSCV1
DOAK, William.....LSEM1
DUBINSKY, Allan E.....LSRP1
DUFAULT, Roland E.....LSSE1
DUGGAN, Arthur A.....P2RC2
DUNN, John.....P2QM2

EINARSON, George H.....LSLM2
ELLIOTT, James A.....P1SE2
ENGEL, Edward A.....P2EM2
ETCHISON, Henry W.....P2EM2
EVERICK, John H.....LSAA1

FARRELL, Colin S.....P2DV2
FINDLAY, Donald.....LSQM1
FITZPATRICK, Thomas J.....LSEM1
FORD, Robert L.....LSCS2
FOTHERINGHAM, Gordon R....LSAA1
FRANCIS, Darryl C.....LSEM1
FRENCH, Stephen.....LSQR1
FULLER, Wilfred A.....LSEM1

GABEL, William J.....P2EM2
GARDINER, George M.....LSTD1
GARRETT, Edward L.....LSLM2
GAUTHIER, Dales R.....LSSW1
GIBBARD, Douglas H.....P2ED3
GIROUX, Roger J.....LSAA1
GRAHAM, John L.....P2EG3
GRAVEFELL, Edward J.....LSRP1
GREGORY, Harold V.....P1RP3
GUITAR, Gilbert J.....LSRP1



"We knew it was called the Mysterious East, but when we bought that rug in Port Said—well, what can you expect for eleven bucks?" Earnestly at work on the ship's books, with hookah, tarboosh and ottoman to maintain the oriental atmosphere requisite to a successful flight on a magic carpet are (left to right): CPO John White, AB Emile Elliott, Ldg. Sea. James Dalton, AB Charles L. Logan, AB Eric Sanders and Ldg. Sea. Harold J. MacNeill. The souvenirs were acquired during the Quebec's training cruise around Africa.

HACHEY, Francis E.....P2TD2
HARRISON, David M.....LSLM1
HEARD, Brian R.....LSRP1
HENNING, Donald J.....LSRC2
HIGGINBOTHAM, James A....LSQM1
HOVEY, Eugene H.....P2PH2
HURRELL, Edward J.....P2QR2
HUTCHESON, William G.....P2EM2
HYATT, Herman G.....P2MO2

IVES, Richard T.....LSLM2

JOHNSON, John L.....LSLM1

KELBOUGH, Kenneth G.....P2LR2
KENNEDY, John A.....LSLR1
KIDD, Richard W.....LSVS1
KIRCOFF, John.....LSSW1

LANDRY, Jean L.....LSLR1
LANNI, Ronald G.....LSAA1
LELIEVRE, Simon J.....LSAA1
LINDSAY, Samuel A.....LSAA1
LIST, Kenneth F.....LSEM1

MILLER, Edward D.....LSEM1
MOONEY, Gordon J.....LSEM1
MORLEY, Brian G.....P2BD3

MORRISON, Paul E.....LSAA1
MUNDAY, Lawrence A.....P2BD3
MURPHY, Norman V.....P2QR2
MYRAH, Gordon D.....LSTD1
MacARTHUR, Francis.....P2AA2
MacDONALD, James W.....LSEM1
MacGREGOR, Stanley J.....P2SW2
MacMILLAN, Charles E.....LSMA1
McKENNA, Owen D.....LSTD2
McNEIL, John W.....LSQR1

NUTTALL, James H.....LSRC1

OSTROSKY, Michael J.....LSAA1
OTTERMAN, George A.....LSAC1

PARADIS, Donald L.....LSLR1
PEGLEY, Frederick J.....LSQM2
PERKINS, Donald R.....LSAA1
PERRAULT, Rock J.....LSNS1
PIETTE, Yvan J.....P2SW2
PINSON, Ralph V.....LSQR1

RAWDING, Dean H.....P1PC3
RIGBY, Douglas J.....LSEM1
ROBERTS, Hugh P.....P1EA4
ROBITAILLE, Gerard J.....LSLM1
ROSTEK, Frederick F.....LSQR1
RYAN, Charles M.....LSRS3

ANSWERS TO NAVAL UNIFORMS QUIZ

1. South African Naval Service.
2. Chilean Marines.
3. French naval officer.
4. Royal Norwegian Navy.

SALBERG, Mervin C.....LSEM1
 SAVARD, Marcel J.....LSQM1
 SHIMINSKY, Edward J.....LSAA1
 SLINGERLAND, Roland L.....LSEM1
 SMYLLIE, William D.....LSEM1
 SPENCE, Kenneth.....P2RP2
 SPROULE, Joseph P.....LSRP2
 STANISLOW, Francis T.....LSRP1
 SUTHERS, Roy F.....PIPC3
 TAGGART, John C.....LSQM1
 TOFFLEMIRE, Robert A.....LSRP2
 TOWNSEND, Kenneth H.....LSCV1
 VANDERVOORT, Gerald A.....LSQR1
 VAUGHAN, Harold W.....LSEM1
 WALLIS, Ronald A.....P2CK2
 WEBB, Nelson.....PIAA3
 WEBBER, Spurgeon J.....C2SH4
 WHITE, Ernest S.....P2EF3
 WHITNEY, Kenneth J.....LSTD1
 WILSON, William J.....LSEM1
 WOOD, Pearl E.....P2AA2
 WYLIE, Philip J.....P2EM2
 YATES, Eugene W.....LSEM1

LETTER TO EDITOR

Dear Sir:

May I comment on the Naval Lore Corner in your April 1955 issue?

Firstly in the case of the *Cavour* and *Cesare* class battleships; something has gone wrong with the sheet cable. It appears to emerge from the naval pipe, go to the sheet anchor and thence to the starboard cable holder, already occupied by the starboard bower cable! In British battleships of similar vintage the sheet cable was brought to a "dummy" cable holder which was fitted with a brake. The anchor had to be weighed by bringing the cable to one of the bower cable holders or to the center line capstan.

Secondly in the right hand bottom corner circle is shown a sketch of a First World War battleship's "B" turret. As far as I recall we did not carry any float planes on the turrets of the Grand Fleet or of the Battle Cruiser Force. There was no catapult and the planes were all fighters. The arrangement consisted of a fixed platform on the roof of the turret high enough to avoid obscuring the view from the officer of the turret's hood or the range finder ports. Longitudinal brackets

WEDDINGS

Able Seaman Robert Case, *Crusader*, to Miss Donna Marie Stout, Hamilton, Ont.
 Lieutenant (S) Harvie Trist Cocks, Royal Military College, to Miss Catharine Ann Evans, Kingston, Ont.
 Leading Seaman John Lilly, *Stadacona*, to Miss Mildred E. Brown, Truro, N.S.
 Able Seaman Albert Perkins, *Stadacona*, to Miss Luella Margaret DeVaney, Bridgetown, N.S.
 Lieutenant (L) Denis Hugh Pratt, Naval Headquarters, to Miss Dorothy Mary O'Brien, Ottawa.
 Leading Seaman James Saunders, *Stadacona*, to Miss Jean Fitzgerald, Pugwash, N.S.
 Lieutenant-Commander H. F. Utting, Naval Headquarters, to Miss Roslyn Grant, of Ottawa.



The *Stadacona* ship's fund and the Chief and Petty Officers' Mess recently combined financial forces to buy a new oxygen tent for the Children's Hospital in Halifax. Commodore E. P. Tisdall, Commodore RCN Barracks, presents a cheque covering the cost to little patient Faith Virtue. Also shown are F. H. Silversides, hospital superintendent and Nurse Mary Baker. (HS-35350)

were clamped along the muzzles of the guns so that when locked at 5° elevation a continuation of the fixed platform could be built with deals.

I only saw the turret-carried plane used on service twice. The first occasion was when the *Renown* flew one off some 20 minutes after four inoffensive looking German planes had dropped some bombs in the vicinity of the squadron. The plane was hotly engaged by inaccurate AA fire by our ships and disappeared into the sky with all speed. Some time later it returned rather shyly flashing its identity with the Aldis lamp.

On the next occasion the *Lion* flew off a plane to confirm the identity course and speed of three allegedly enemy cruisers which we were chasing off the Norwegian coast after a submarine sighting report. The plane duly returned and reported three German cruisers 30 miles to the SSE of us steaming at 22 knots.

This report gave general satisfaction as we thought we could catch up with the enemy before nightfall. However, it was shortly after we had sighted three columns of smoke on the horizon that peremptory orders were received to return to base as we were chasing our own first light cruiser squadron. Somebody had erred!

Lastly, at the end of the First World War we had no range finders long enough to protrude beyond the sides of the turrets. The longest base range

finder in the fleet then was 15-foot. The 25-foot and 30-foot range finders came later.

Yours faithfully,
 C. C. BROWN,
 Ord. Lieutenant-Commander,
 RCN

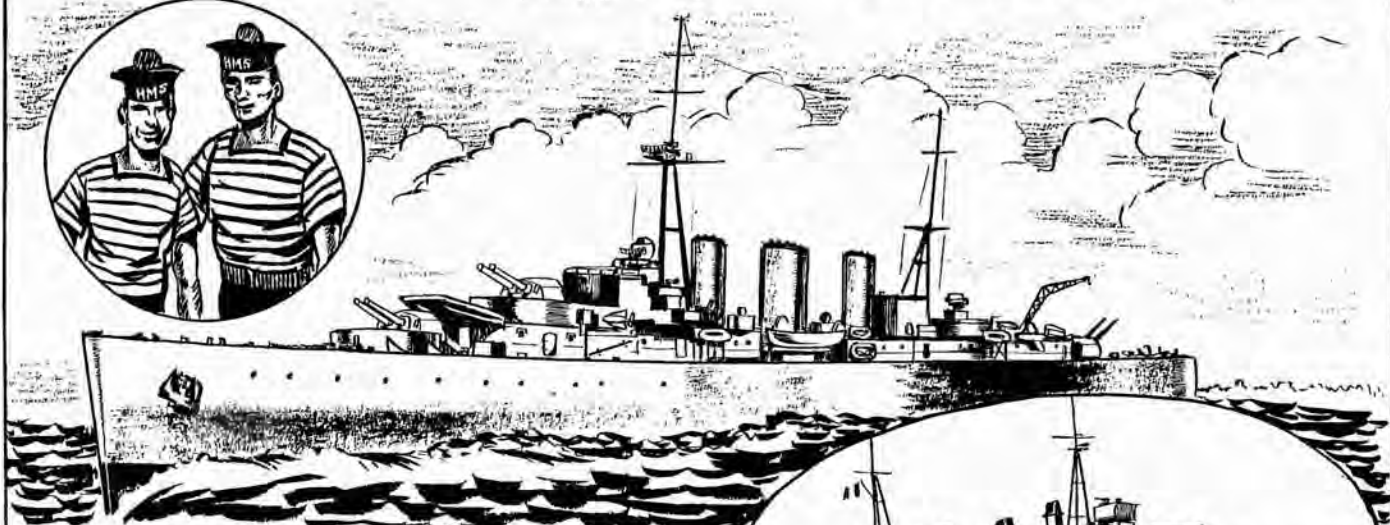
Ottawa, May 30, 1955

BIRTHS

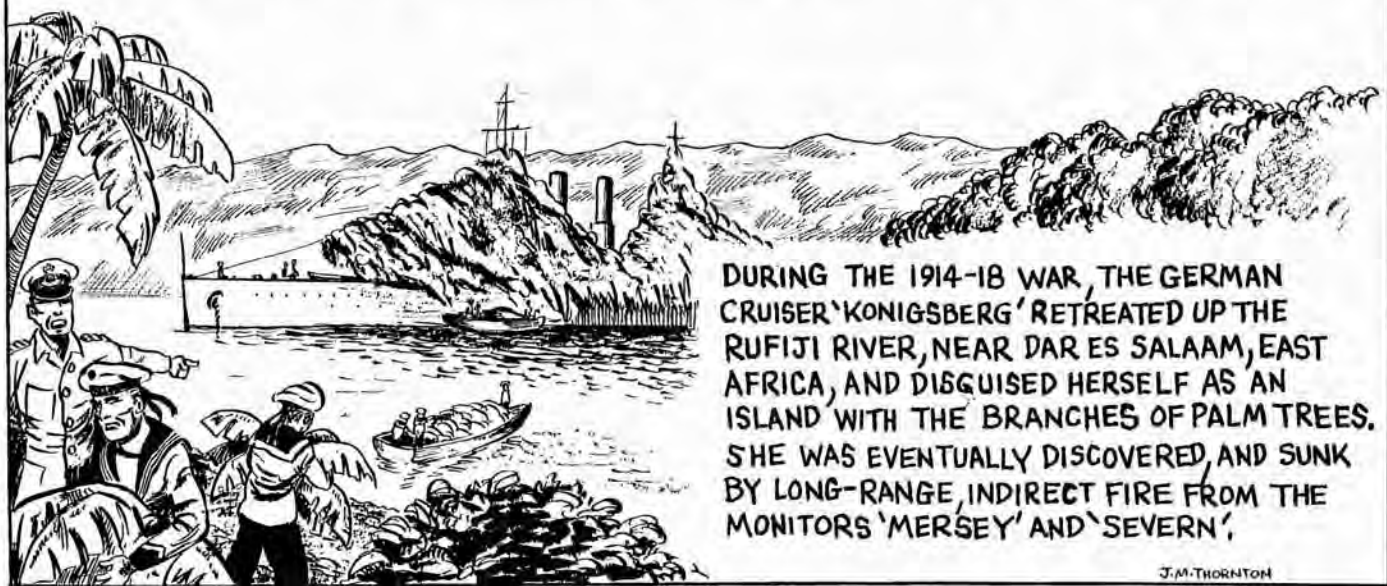
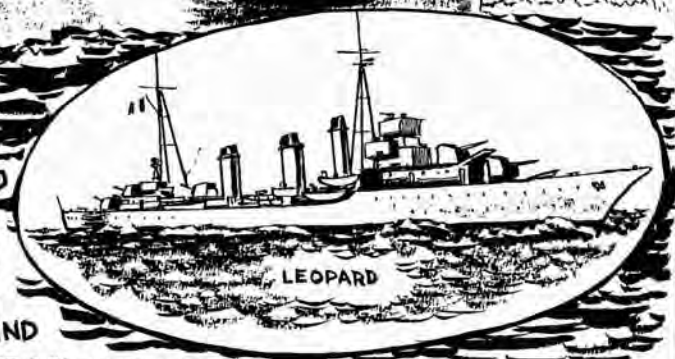
To Lieutenant-Commander Marcel H. Belanger, *Ontario*, and Mrs. Belanger, a daughter.
 To Leading Seaman Robert Bishop, *Stadacona*, and Mrs. Bishop, a son.
 To Petty Officer Paul Boyle, *Stadacona*, and Mrs. Boyle, a son.
 To Leading Seaman James Cairns, *Trinity*, and Mrs. Cairns, a son.
 To Petty Officer Robert Chalmers, *Stadacona*, and Mrs. Chalmers, a son.
 To Chief Petty Officer D. R. Clark, *Stadacona*, and Mrs. Clark, a son.
 To Lieutenant John B. Cooper, *Trinity*, and Mrs. Cooper, a daughter.
 To Leading Seaman Rene Gosselin, *Stadacona*, and Mrs. Gosselin, a daughter.
 To Chief Petty Officer Kenneth Henderson, *Gaspe*, and Mrs. Henderson, a daughter.
 To Petty Officer Kenneth Jackson, *Naden*, and Mrs. Jackson, a daughter.
 To Petty Officer William Pritchard, *Naden*, and Mrs. Pritchard, a son.
 To Petty Officer Russell Riguse, Newport Corner Radio Station, and Mrs. Riguse, a daughter.
 To Lieutenant (S) Raymond Stenning, Point Edward Naval Base, and Mrs. Stenning, a son.
 To Petty Officer William Sullivan, *Stadacona*, and Mrs. Sullivan, a son.
 To Able Seaman Peter Tait, *Gaspe*, and Mrs. Tait, a son.
 To Lieutenant William Thomas, *York*, and Mrs. Thomas, a son.
 To Able Seaman Joseph Walton, *Gaspe*, and Mrs. Walton, a daughter.
 To Petty Officer Norman Winfield, *Stadacona*, and Mrs. Winfield, a son.
 To Leading Seaman Charles Wood, *Stadacona*, and Mrs. Wood, a daughter.

Naval Lore Corner

NO. 29
SHIPS IN DISGUISE...



IN AUGUST, 1944, THE BRITISH MINELAYER 'MANXMAN' DISGUISED AS THE 'VICHY CRUISER' 'LEOPARD', SUCCESSFULLY LAID MINES AT LEGHORN, ITALY. THOUGH SIGHTED BY TWO AIRCRAFT, SHE WAS NOT RECOGNIZED. RAKED MASTS AND FUNNELS, HER FLUSH DECK GIVEN A BREAK, FRENCH FUNNEL CAPS, AND FALSE STERN WERE EFFECTED WITH CANVAS, SPARS AND WHITE PAINT. UPPER DECK PERSONNEL ACTUALLY PAINTED BLUE STRIPES ON THEIR SINGLETS, AND WORE RED POM POMS ON THEIR CAPS. THE DISGUISE WAS MASTERFULLY COMPLETED WITH A LINE OF WASHING ON THE QUARTERDECK



DURING THE 1914-18 WAR, THE GERMAN CRUISER 'KONIGSBERG' RETREATED UP THE RUFIFI RIVER, NEAR DAR ES SALAAM, EAST AFRICA, AND DISGUISED HERSELF AS AN ISLAND WITH THE BRANCHES OF PALM TREES. SHE WAS EVENTUALLY DISCOVERED, AND SUNK BY LONG-RANGE, INDIRECT FIRE FROM THE MONITORS 'MERSEY' AND 'SEVERN'.

