

# *The* CROWSNEST



Vol. 9, No. 7

May, 1957

FAR EASTERN CRUISE  
1957


# H.M.C. SHIPS STETTNER ONTARIO JONQUIERE



Lt. Com. G. R. Odde Farlane  
C.D., R.C.N.

Captain R. P. Welland  
D.S.E., C.D., R.C.N.

Lt. Com. C. D. Gibson  
C.D., R.C.N.

**W**HEREAS it is Our Pleasure from time to time to admit to Our Realm such as travel upon the Seas in pursuit of gain, adventure, or satisfaction   
AND WHEREAS it has been represented to Us that

was serving in Her Majesty's Canadian Ship when she Crossed the Line and was then duly initiated **IT IS** therefore ordered that he be awarded the honourable title of **SHELLBACK** and this Certificate. **FURTHERMORE** it shall be Our pleasure and duty to bless him with Fair Winds, Favorable Currents and such other amenities as Our bounty doth afford whenever and wherever he shall voyage.

Given at Our Court on the Equator  
in Longitude 106° East  
this 26<sup>th</sup> day of February, 1957.

*Neptune -  
Rex Maris*



- 
- 7 Jan. Left Esquimalt
  - 16 " Hilo
  - 22 " Pearl Harbour
  - 8 Feb. Guam
  - 15 " Manila
  - 26 " Crossed the Line
  - 27 " Singapore
  - 11 Mrch Hong Kong
  - 21 " Okinawa
  - 29 " Yokohama
  - 18 Ap. Pearl Harb
  - 3 May. Esquimalt

H. J. SOUJSBY '57

# The CROWSNEST

Vol. 9 No. 7

THE ROYAL CANADIAN NAVY'S MAGAZINE

MAY, 1957

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*The Cover*—Their awnings spread against the warm southern sun, ships of the First Canadian Minesweeping Squadron are shown in Charleston, South Carolina, with U.S. minesweepers and replenishment ships which took part in the annual "Spring-board" operation early this year. The Canadian ships are the *Gaspe, Ungava, Resolute, Fundy, Quinte* and *Trinity*.

### THE FAR EASTERN CRUISE

It is surely fitting, at this stage in the history of gods and men, that King Neptune, monarch of the briny deep, should take up skin-diving—and anyone who finds anachronisms in the frogman flippers and pony-tail hair-do on the opposite page is an old fuddy-duddy.

Cdr. H. W. S. Soulsby, who, in his retirement, is a Victoria artist and wood-carver, has again produced a lively memento of a notable cruise which took *Venture* cadets into distant corners of the globe.

Actually none of the points visited was south of the equator, but a zig south for a few miles and a zag back again to resume course for Singapore gave a legitimate excuse for holding Crossing the Line ceremonies and welcoming aboard old Neptune and all his uncouth retinue.

The places visited bear names which figure large in youth's dreams of travel and adventure and the cruise afforded glimpses to ships' companies and cadets under training of the mysterious, bustling and, to them, friendly East.

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# RCN NEWS REVIEW



A Tracker anti-submarine aircraft surges forward on the steam catapult of the Bonaventure during flight trials this spring in United Kingdom waters. (BN-608)

## 500 UNTD Cadets Under Training

Nearly 500 cadets from University Naval Training Divisions across Canada are taking summer training in the Atlantic Command this year.

Most of them will receive sea training in frigates of the Seventh Canadian Escort Squadron, which will make three cadet cruises to the United Kingdom and Europe.

HMC Ships *Fort Erie*, *Lanark* and *Lauzon* were to sail from Halifax May 14 on the first of three cruises, calling at Rothesay and Leith, Scotland, before returning to their base on June 15. The second and third cruises will be from June 23 to July 24, and from July 31 to August 30.

The cadets are university students, enrolled in the naval reserve, and in training for commissioned rank.

## RCN Represented At Naval Review

Two Royal Canadian Navy destroyer escorts, the *Assiniboine* and *Ottawa*, were scheduled to take part in the huge United States International Naval Review at Hampton Roads, Virginia, June 8-17.

The naval review is a part of an eight-month celebration known as the Jamestown Festival of 1957, marking

the 350th anniversary of the beginning of the American Colonies.

The invitation to the Canadian Government was extended by the United States Ambassador to Canada on behalf of the United States Navy, the Virginia 350th Anniversary Commission, and the citizens of the Virginia port communities of Hampton, Newport News, Norfolk, Portsmouth, Virginia Beach and Warwick.

Invitations to participate in the review went to NATO powers, to those European nations which participated in the exploration and settlement of the New World, and to Western Hemisphere nations.

From 20,000 to 40,000 foreign sailors were expected to be present in the Hampton Roads area during the review period. The U.S. Navy was scheduled to be represented by at least 50 ships, including 30 ships participating in the 1957 Midshipmen's Cruise.

The anniversary of the London Company's expedition at Jamestown actually falls on May 13, for it was on that date in 1607 the three ships, the *Susan*, *Constant*, *Goodspeed* and *Discovery*, reached the New World.

## Peace Tower Bells Honour Sailors

Robert Donnell, Dominion carilloner, presented a special Battle of the At-

lantic Sunday recital on May 5, from the Peace Tower carillon of the Parliament Buildings.

The program, commemorating those who served in the Royal Canadian Navy and Canada's Merchant Marine during the Second World War included:

"Eternal Father," "Heart of Oak", Handel's "Water Music, Suite", "Panis Angelicus", three sea chanties, "Abide With Me", "O Canada" and "God Save the Queen".

## Ships Call at Colombian Port

The Twelfth Canadian Escort Division, the *Iroquois* and *Huron* paid a four-day operational visit to Barranquilla, Colombia, in mid-April.

This was the first time Barranquilla had seen Canadian ships since February 1934 when the *Skeena*, *Saguenay*, *Champlain* and *Vancouver* paid a similar visit, and it coincided with the first visit to Barranquilla of the new Canadian ambassador to Colombia, A. T. Ford.

The commanding officers, Cdr. D. L. Hanington and Cdr. Noel Cogdon, laid a wreath on the monument of Simon Bolivar, the beloved liberator of many South American countries. On this occasion a 48-man guard was paraded. Officers of the division represented the RCN at the celebration of the 67th anniversary of the Pan-American Union,

which was also attended by members of the consular corps and hundreds of school and university students dressed in their distinctive school uniforms.

In a short speech read by the assistant of the governor, special mention was made of the presence of the Canadian ambassador and the Canadian officers.

The divisional teams put up a good show in soccer, water polo, and shooting matches with the Colombian Navy. The Colombian Navy's soccer team, which was marched on the field singing their national songs and with banners waving, exchanged salutations with members of the Canadian team and presented flags of their naval base.

Conducted tours through the city and the dockyard and to Cartagena, with its old Spanish stronghold, Fort San Felipe, were well attended. The ship's companies took full advantage of the excellent shopping facilities and patronized the many souvenir vendors and soon there were examples of Colombian leather and porcelain in every quarter of the ship. The *Iroquois'* captain even found a stuffed alligator in the refrigerator of the mess on making his weekly rounds. On Palm Sunday, a party was given for a group of 27 orphan boys aged 2½ to 7 years in the *Huron*. All arrangements for the party were under the direction of CPO Al Care, who has organized many similar gatherings with great success.

The people of Barranquilla were most friendly towards our sailors and tried very earnestly to speak English. They were enthralled by the Canadian version of rock 'n roll, and of the calypso, learned in other Caribbean ports of call.

At the end of the visit everyone agreed that the Colombians had treated the ships royally.

### **Third Chaleur Launched at Sorel**

HMCS *Chaleur*, one of six Bay class coastal minesweepers being built to replace those turned over to France in 1954 under the NATO Mutual Aid Agreement, was to be launched on May 11 at Marine Industries Ltd., Sorel, Que.

One of the six replacements already is in service. She is the *Frundy*, now serving with the First Canadian Mine-sweeping Squadron of the Royal Canadian Navy's Atlantic Command.

The *Chaleur* and the four other minesweepers are all scheduled to go into commission before the end of this year.

The *Chaleur* will be the third of the name to serve in the RCN. The first *Chaleur* was an ex-RCMP motor boat which served from 1939 to 1945 as tender to the shore establishment of the



Canada's anti-submarine defences will be given substantial support by the RCAF's new Argus aircraft, an adaptation of the Bristol Britannia. Described by the Air Force as the largest and best-fitted anti-submarine plane in the world, the Argus will have a combat range of 4,000 miles plus, and will be fitted with depth charges, homing torpedoes and other weapons. It will be manned by three pilots, three navigators, two flight engineers and seven communications and electronics personnel, with long patrols conducted on a watch system. (PL-106501)

Naval Officer-in-Charge, Quebec, an establishment which also bore the name "*Chaleur*".

The second was a Bay class coastal minesweeper commissioned on June 18, 1954, and turned over to the French Navy on September 30 of the same year, at which time she was re-christened "*La Dieppoise*".

### **Training at Sea For Reservists**

Reserve personnel from *Malahat*, the Victoria naval division, and *Discovery*, the Vancouver division, went to sea in three frigates of the Fourth Canadian Escort Squadron during the week-end, April 26 to 28.

The frigates *Ste. Therese* and *Sussexvale* left Esquimalt for Seattle on April 26 with *Malahat* personnel embarked.

The *New Glasgow* embarked *Discovery* personnel in Vancouver and then rendezvoused with the two other frigates en route to Seattle. The *New Glasgow* earlier took 75 Queen's Scouts and Counsellors from Esquimalt to Vancouver.

The purpose of the cruise was to provide sea training for RCN(R) personnel from the two naval divisions.

### **German Sailor "Maggie" Patient**

An emergency appendectomy was performed on a German merchant sea-

man in mid-Atlantic during April in the *Magnificent*.

The *Magnificent*, en route to Devonport, England, for return to the Royal Navy, received a request Saturday for assistance from the Lubeck Line steamship *Senator Possehl*, bound for Baltimore, Maryland.

The Canadian carrier reached the German ship at a position nearly 1,100 miles out of Halifax and transferred the stricken seaman. The appendectomy was performed by the ship's medical officer, Surgeon Lt.-Cdr. R. B. Irwin.

The operation was successful and the seaman convalesced in the *Magnificent* until she reached the United Kingdom on April 18. The carrier sailed on April 10 from Halifax where she returned last February following transport of troops, vehicles and supplies to Egypt for the United Nations Emergency Force.

### **Constables Take Courses at Naden**

Four special constables of the Royal Canadian Mounted Police, S. B. Green, C. E. McFarlane, R. W. Copeland and J. O. Hooper, took refresher courses at *Naden* in life-saving, rope-climbing and other subjects.

The constables were awaiting the completion of their new patrol vessel, and took advantage of the opportunity to work out with *Naden's* P and RT Staff.

## Labrador's Visits Draws Praise

Praise for the furtherance of good relations between Canada and Denmark by the Navy's Arctic patrol vessel *Labrador* on her recent visit to Copenhagen in April has been given by Canada's ambassador to Denmark in a report to the Department of External Affairs.

"No ship of the RCN could have commended itself more, either to the general public or to Danish officials than did this ship which has done so much excellent work in the Arctic during the past three years," H. F. Feever, the ambassador, reported.

"Captain (T. C.) Pullen and his officers added greatly to the store of goodwill which has been built up in Copenhagen in the past through visits of other RCN ships, while the scientists on board made innumerable contacts with their Danish colleagues which will be of great value to both countries.

"Lastly, through the really excellent publicity which appeared in the press and on television, citizens of Denmark were made acutely aware of Canada's activity in a field which, because of Greenland, is of particular importance to this country (Denmark)."

During the visit the ship was open for a series of tours, including those by scientists, naval and marine groups, and children.

In addition there were a large number of visits carried out by the ship's officers and men, and the Canadian scientists aboard, to both official and unofficial activities ashore.

The *Labrador's* commanding officer laid a wreath on the memorial honoring Danish sailors killed in the Second World War and gave a lecture at the Danish Recognition School among his other activities. Displays were put on by both the *Labrador's* "frogmen" and her helicopters.

# U-Boats Entered St. Lawrence 15 Years Ago

**O**BSERVANCE of Battle of the Atlantic Sunday, commemorating the services of the Royal Canadian Navy and Canada's Merchant Navy in the Second World War, took place this year on Sunday, May 5. On that day, in naval establishments from coast to coast, in ships of the fleet and in numerous churches, special services and observances were held and tribute was paid to those who served and gave their lives at sea.

Battle of the Atlantic Sunday this year fell almost 15 years to the day after Nazi U-boats first pressed the sea war up the St. Lawrence River and Canadian sailors fought and died within sight of the shores of their homeland.

U-boats struck in the St. Lawrence at a time when escort vessels could be spared only at great sacrifices from the North Atlantic convoy lanes.

The first attack occurred on the night of May 11-12, 1952, off Cap des Rosiers on the Gaspé coast. The British freighter *Nicoya* and the Dutch freighter *Leto* were sunk. The survivors, wounded, shocked and coated with oil, landed on the hitherto peaceful shores of the St. Lawrence.

Later that summer, an enemy torpedo shook the surrounding district of that same Gaspé village as it ran on to the beach and exploded after missing its mark.

A hastily-organized convoy system was brought into force but Canada could provide only make-shift escorts. A few days after the sinkings, the inaugural convoy sailed from Sydney, Cape Breton Island, for Quebec City. A lone minesweeper, HMCS *Drummondville*, guarded a lone merchant ship.

A lull of nearly two months followed and then the U-boats struck in earnest. Shortly after midnight of July 6,

three ships of a convoy of 12, escorted by the same single minesweeper, went down off Cap Chat.

Corvettes, destined for the North African campaign, destroyers and more minesweepers were despatched to the St. Lawrence area and United States warships guarded convoys routed through the Strait of Belle Isle.

That summer, 20 merchant ships were sunk in the St. Lawrence River and Gulf area, the armed yacht *Raccoon* was lost with all hands and the corvette *Charlottetown* went down with a loss of nine lives. As the winter approached, a U-boat torpedo sank the Sydney-Port Aux Basques ferry, the SS *Caribou*, with a loss of 136 lives. One of the victims was the only woman member of the Canadian Navy to die as a result of enemy action.

The St. Lawrence campaign had brought the war home to Canada even more strongly, but its bitter cost was only to strengthen the will to win.

And yet it was but a part of the whole battle.

The Battle of the Atlantic was not simply a naval engagement; it was a campaign which filled years of time and involved more merchant vessels than it did naval vessels. The courage of the merchant seamen, many of them Canadians, who sailed in their slow, heavily-laden ships, was a factor without which the five-year-long struggle could not have been won.

The losses on the North Atlantic were heavy. In the month of July 1942, alone, 93 merchant ships, totalling 486,965 gross tons, were sunk by the enemy. This represented a loss of more than three ships a day for 31 days.

The Atlantic battle began on the first day of war. It did not end until the last enemy submarine had surrendered. It was the longest battle of

the war and it was fought sometimes against great odds.

The Canadian navy entered the war with no more than 11 effective fighting ships, including five minesweepers. It was to expand to a force of nearly 400 ships, supported by a trained and determined complement of 90,000 men and 5,000 women. It had started with less than 1,500 men.

The cost of the war to the Canadian navy was nearly 2,000 dead and 319 wounded. A total of 32 warships was lost. Most of this toll of men and ships was exacted on the Atlantic; yet it was on this ocean that the RCN made safe the crossing to Britain of 25,343 voyages of merchant ships burdened with 181,643,180 tons of supplies.

On May 5 of this year, today's navy honoured that of the Second World War. Many of those who attended the services and observances had served and, in looking back, they were able to compare and find their purpose the same.

In some ways, the naval role today is even more vital to the defence of the country. Fifteen years ago, the battle was against the attackers of shipping in Canadian waters and, in one instance of miscalculation, a torpedo exploded ashore on a comparatively remote Canadian shore-line.

Today, it is not a misguided torpedo exploding on the beach near a Gaspé peninsula village that is the threat, but rather the long-range guided missile with which the modern submarine can send destruction into the heart of Canada's major industrial areas.

The naval personnel manning the ships equipped to deal with this threat today have as their inheritance the memory and the reputation of those who fought so hard and so well in the Battle of the Atlantic.

# FAMILY BUDGET HELPS TO BEAT COSTS

## *Careless Spending Direct Route to Unhappiness*

**I**N A TIME of rising prices and rising standards of living, it is a simple matter to find oneself plunging head over heels into debt. Sometimes financial difficulties are the result of death or disaster; just as often they arise from a failure to curb spending until debts have reached the point of no return.

"Annual income twenty pounds, annual expenditure nineteen, six, result happiness," said Mr. Micawber, "Annual income twenty pounds, annual expenditure twenty pounds, ought and six, result misery."

Customs have changed since Dickens penned these words and most families, like most governments (Canada is among the exceptions), go in for "deficit financing". It is quite likely that business and industry would grind to a dismal halt if everyone suddenly stopped buying cars, television sets, furniture and homes on credit. On the other hand, an excess of such buying produces inflationary pressures which reduce the real value of the dollar and, in individual cases, can result in financial ruin and despair.

A little over three years ago the Royal Bank of Canada dealt in its "Monthly Letter" with the subject "Planning Personal Financial Stability". The sensible advice which it gave was so widely appreciated that the letter has since been re-issued. The secret of staying on an even financial keel, according to the "Monthly Letter", which appears

below with the permission of the Royal Bank, is preparing and abiding by a family budget. The bank distributes a "Family Budget Book" free of charge and similar books can be obtained from other financial institutions.

A word of warning. A budget is unlikely to work unless there is perfect honesty and agreement between members of the family preparing it. Trying to keep up with the Joneses can be equally fatal, if the Joneses happen to be people with superior income or inferior spending habits.

In any event, the following article will bear careful and thoughtful reading. Even where agreement cannot be reached on establishing a budget, many useful pointers are to be found on the husbanding of resources and making ends meet.

**F**INANCIAL difficulties are distracting. They make it difficult for a person to do his best work. They lead to health-destroying worry. They are not of the sort that if you leave them alone they will go away.

Our trouble is that while we plan in some detail for most of life's activity, we neglect a vitally important step if all the other things are to work out well. We fail to make our money behave as it should.

We become irritated when we see men and women with similar or smaller

incomes getting more enjoyment out of living than we do. They seem always to have money with which to enjoy the bigger and better things which we miss so much. They have peace of mind, too.

This Monthly Letter is written with the idea of giving hints and outlines of plans leading toward a sound financial system. Having a plan on paper is the only way we know of to tackle the problems of getting out of debt, making ends meet, acquiring the things you want, achieving security and saving money.

The plan you wish for is one that will help you decide where you want your money to go, send it there, and show you the score.

It will bring your desires and wishes for your family into focus. The act in itself will help you to decide which attainments mean most to you. From that point you can go on to divide your income to the best advantage, control expenses so as to get greatest life values, and provide the material security which contributes so greatly to serenity of mind.

There is nothing miserly about planning in this way. Some people are inspired by the idea of putting money aside for a rainy day—which is wholly commendable—but they carry their obsession to the point where they seem to be always expecting another deluge. Ring Lardner says in one of his stories about Louis, who was saving for a rainy

## *Don't Sell the Hide Before You Shoot the Bear*

". . . We all know that Canadians are faced with problems as well as blessings.

"One rather disturbing feature in recent months, is the rapid increase in consumer credit. At the present time Canadian consumers have bought about two billion, four hundred million dollars worth of goods more than they have paid for. In other words they have reduced the purchasing power that would result from their future earnings by pledging almost two and a half billion dollars of that purchasing power to pay for goods that have been delivered to them already.

"I find it difficult to realize what two and a half billion dollars does mean and I have to reduce it to an average per head to appreciate what it is in relation to the earning power of one

individual and that is not too difficult an operation. My colleague, the Minister of Finance, said here in Toronto a few days ago that this amounted to about \$700 per family. But of course there are some families who do not buy on time terms, and for those who do the average would be higher.

"My own guess would be along these lines: Our population comprises about five million workers. If we consider that probably one-half of them do not go into debt it means that for the other half each of them has pledged himself to do about a thousand dollars worth of work sometime in the future to pay for goods which have already been delivered to him. That is a trend which I do not like to boast about. It seems to mean that automobiles and radios and televisions sets and refrigerators

and deep-freezers, yes, and even articles of clothing have been bought and are being used and are depreciating in value and will have to be paid for out of future earnings at the cost of being prevented from using those future earnings to acquire the goods that may be needed while those earnings are being made.

"A lot of us—too many of us it seems to me—have been cashing in on bear skins before we have shot the bears. Old-fashioned folks used to say down where I come from: 'Il ne faut pas vendre la peau de l'ours avant de l'avoir tué!'"

—From an address by Rt. Hon. Louis S. St. Laurent, Prime Minister of Canada, at a banquet in his honour in Toronto on November 15, 1956.



day: "his wife had long ago given up praying for rain."

Thrift is good management of money. It means getting the most for your money over a long period of time. Sometimes it means deferring spending now in order that we may have more to spend later.

**T**HE IMPORTANT THING is for everyone to decide what is worth most to him, and then lay plans to get it.

Human wants and desires are inexhaustible, but choices must be made between them because our resources for satisfying them are limited. The purpose of a budget plan is to give us a sharp picture of what is available for our desiring, and then show us how to buy the greatest material satisfaction possible.

A survey among stenographers a few years ago showed wide variety in the spending of identical salaries. One girl would skimp on food so that she might have an apartment instead of a room; another would walk to the office to build up a fund for buying books; others saved on these and other items so that they might always be well groomed.

These stenographers had weighed their wants, and had decided that the sum they spent in their way would give them more satisfaction than if they spent it in any other way.

In his popular book "The Mature Mind", H. A. Overstreet tells of Buddha's search for happiness. Buddha tried out experiments on himself—many of them extreme and more or less futile—like trying to live on a few kernels of corn. He wandered about observing people in all their miseries. After a while he made what he thought was a decisive discovery: men are miserable because they desire things, and because desire can never wholly be satisfied.

As an example, consider the man who wants a home, a car, and an independent income 15 years hence. From a financial point of view, each will require about the same investment spread over these years. The man whose income will carry only one of them must choose what one. If he tries to handle two of them he automatically hurls himself into financial trouble, deprivation in other areas of life, the spectre of debt, and worry that saps his health so as to destroy his enjoyment.

**M**ERE MENTION of the word "security" is enough to panic some people into frantic search for a coveted key to happiness. If Abraham

Lincoln were living today in the circumstances from which he worked his way to greatness, he would be certified as underprivileged and insecure. H. T. Webster drew a cartoon in his satiric vein, in which he pictured Lincoln's log cabin bearing a sign: "ill-housed, ill-fed, ill-clothed."

Security today too often means being taken care of, and not as in Lincoln's mind and time the outcome of a constant relationship between effort and reward.

Actual security does not exist in human life, but the feeling of stability may be found by every man, each within his own environment. It is relief from tensions and anxieties and the gratification of wishes.

A happy man needs opportunities of adventure almost as much as he needs security, but he requires a stable base from which to operate, and to which to return.

To build personal financial stability lies within ourselves to a greater degree than some like to admit. To spend wisely, to anticipate money needs and prepare to meet them, to avoid obligations which cannot be met: these are steps toward stability of an enduring sort.

A moderate income, wisely used, will enable a man to live reasonably well, to build adequate financial protection for his family, and to provide for his own financial worries. But such a happy state of affairs does not come about by chance; it must be planned.

**S**OME PERSONS object to a budget plan because they say something unexpected may happen to upset it. Of course it will. But without a budget you just worry hopelessly: with a budget you know where the squeeze can be applied on routine items so as to take care of the unexpected.

It is a fact uncovered by research people that financial emergency is not so much caused by expenditures on food, clothing and shelter, even on too-high scale, as it is by failure to provide adequately for emergencies. Everyone should try, as a primary call upon income, to build up a reserve fund.

This is not so difficult as it may appear to the person who is giving his first attention to budgeting. One tabulates all the emergencies he can think of which are likely to occur; then he determines which of them can be shifted to risk bearing institutions, such as insurance companies, health contracts, and so forth; and finally he determines what amount is needed in liquid form and how much should be put into interest-earning funds.

Many people have written about the size of this reserve fund, but, helpful as such suggestions may be as rough guides, it is impossible to set fixed amounts. No two families have the same conditions, either of income or outgo. No two families encounter the same emergencies, illnesses, fires and accidents. No two families build up the same standards on which they wish to live, standards dictated by business connections, church affiliations, social traditions, school activities, and so on.

Insurance offers the easiest way to provide what is decided upon as protection against life's usual hazards. People insure to protect dependents; their insurance is a system of transferring the individual risk to a group in exchange for payment of a premium. "Insurance brings the magic of averages to the rescue of millions," as Churchill once phrased it.

That is for protection. To get ahead financially, a person needs a savings program.

**T**HERE IS LITTLE satisfaction in putting away \$5 or \$50 a month just to see the money accumulate. The real joy is in having an objective, a desire for the future which our saving will enable us to satisfy. There is true contentment in looking back at the end of a year and seeing how, by refraining from frittering away money on things not really needed at the time, or not wanted very much, we have money in the bank to apply toward something ardently desired.

Savings should not be left lying around in dresser drawers or in desks. That practice has led to many heart-breaks because of theft, and it is dangerous, too, in the temptation it gives the owner to break into the savings for something of momentary appeal. A bank savings account is easily opened; the pass book becomes not only a good record of savings and accumulated interest but a source of inspiration and confidence.

Samuel Pepys wrote in his diary on February 16, 1660: "I by having but 3d in my pocket made shift to spend no more, whereas, if I had had more I had spent more as the rest did, so that I see it is an advantage to a man to carry little in his pocket."

With the emergency fund and savings taken care of, it is time to think of investment in securities.

To be classified as an investment, any stock or bond should possess at least these three qualities; safety of principal, conservative income, and saleability. While saving is a program of gathering funds for specific purposes,



investing is a program of using funds to earn money which will be available when wanted.

Formerly a matter for only the rich, today sees investment open to every worker. This spreading of ownership in corporate enterprises is one of the better features of our recent industrial and financial history. Canadian banks, for example, have some 66,000 shareholders ranging from men and women with one \$10 share each to some families which have many shares.

**M**ANY of our financial difficulties are caused by failure to make proper provision for the expenses which must be met periodically during the year, such as insurance premiums, taxes, Christmas, furniture, fuel, clothing, vacation, and retirement fund or annuity payments. The budget is planned for yearly spending. It is hopeless to try to operate a budget on a weekly or monthly basis, because all weeks or months have not the same obligations.

The best way is to set up an annual estimate of your expenses and then divide it into periods corresponding to your income receipt, weekly or semi-monthly or monthly. The sums being collected toward items which come up infrequently should be set aside every day in cash or in a bank account earmarked for the purposes they are to serve.

Count the number of pay days from now until the time the bill falls due, and figure the amount it will be necessary to save each pay day. If \$25 will be due in five months, you will need to put aside an average of \$5 a month: but once you get your budget rolling the \$25 obligation recurring a year later will take only a little over \$2 a month.

In all this planning it is well to allow a margin to cover short guesses. Few of us can see clearly enough into the future to be certain of all our calculations. A saving and investment program is a great protection and comfort, because the fund accumulated there can be switched at will to meet new demands or changes in desires.

**W**HEN YOU DECIDE to budget, start right now. The time of year doesn't matter, nor age, nor the state of your finances. Your only chance to control your money is before it is spent, and that applies whether you are a freshman in university or looking forward to retirement. Cato, the old Roman, started studying Greek when he was around eighty. Somebody asked him why he was beginning so large a task at such an advanced age. Cato said

dryly that it was the youngest age he had left—and went on studying.

Budgeting can be undertaken by degrees, and enlarged from time to time. The longest part of the journey is the first step. It is difficult because usually there are no adequate accounts of the preceding year's experience from which to take off.

Most family expenses fall into a fairly constant pattern, repeated month after month, and a skeleton can be built up from receipted bills and the family's recollections. Then proceed to jockey the items around until estimates of expenditure match income.

There is no such thing as a "standard" budget that will exactly fit your circumstances. No one else can know as well as you yourself what you need and want.

The object—to make your money do what you want it to do in catching up with the past, caring for present needs, and building your happiness for the future—should be achieved with as little detail as possible. All you need for budgeting are a simple budget book and a place to keep papers. Don't go in for involved bookkeeping; don't buy an elaborate and expensive set of books (some institutions, including this bank, provide adequate budget books free); don't set limits that are impossible to keep; don't be so stern with your impulses that your budget becomes a killjoy (remember, you are keeping it in order to get more of what you want most); and don't be afraid to revise your budget in accord with what experience teaches.

**I**T IS PROBABLY safe to say that most failures in budget making are due to one of two things: trying to make a budget fit into some preconceived form or formula, or getting discouraged after too short a trial.

Obviously, no formula budget, based perhaps on percentages of income to be spent for various items, will suit all families. Desires, standards and resources vary too greatly—and it should be recognized, too, that not all persons are able to exercise the same degree of restraint in spending.

Some families get off to a bad start because they try to save too much. Favourite dishes disappear from the table, the children's pocket money is cut, tempers become frayed, and everyone is thoroughly uncomfortable until the good intentions collapse and a retreat is made to the old haphazard way of operating.

Budgets may fail because they are only resorted to in time of trouble. It is not fair to panic into budgeting when

the family finances are in big red figures, and then, having weathered the storm, to go back to the old way pending a new crisis.

The budget must be made to work out in day-to-day buying. There is no use in cutting your paper estimates for clothing, entertainment or incidentals and then doing nothing practical about it. The expenses do not shrink automatically because you have put down smaller appropriations in your budget.

**G**ETTING into debt is a destroyer of well-organized budgets. A survey was made by the U.S. Bureau of Labour Statistics into the spending habits of 10,813 families in 91 big, middle-sized and small cities. The average family had \$4,300 left to spend after paying about seven per cent of its original income in taxes. It actually spent \$4,700. The \$400 gap between income and outgo was bridged by piling up debts, tapping the family savings, and, in a few cases, by windfalls such as gifts and inheritances.

There are dozens of reasons why families find themselves in debt, but families with spending plans can meet most emergencies, and they have fewer unpaid bills than families which run finances haphazardly.

The first step toward getting out of debt is to list and total up unpaid bills; then reduce expenditures to a minimum which will not endanger health; then systematically apply net income to reduction of the debts. If a budget plan is explained to creditors they will be likely to respect your businesslike proposal for regular payments.

Instalment buying has contributed to the extra comforts enjoyed by thousands of families. It is not objectionable if only a manageable part of future earnings is used and if the interest charges are not abnormally high. It is abuse of the plan, buying beyond one's means, that prevents many salaried workers from getting ahead toward financial stability.

To whatever extent a family decides to go into instalment purchases, it must protect its budget position by care and planning. Payments need to be met, and they form a peremptory claim upon income. This same stricture holds true with regard to charge accounts, which may be used safely if the budgeteer knows in advance what purchases are planned, and makes sure that the money will be available to meet the bill.

Personal debt can cause an enormous amount of sorrow, but credit properly managed may be a way of increasing happiness. The difference is, again, one

of choices. Borrowing within your capacity to make improvements in property that will enhance its value, or to install a labour-and-money saving machine, or to pay for education which will increase earnings—these are choices which will pay well.

Borrowing to get out of debt—consolidating debts, as it is called—is sometimes justified. If you have bonds or other stock holdings, it will probably be better to borrow from the bank on their security than to sell them. When you sell an investment, you are killing the goose that lays the golden eggs; when you borrow on an investment you simply let the bank hold the goose as security, while you still get the golden interest eggs.

Anyone can find out for himself whether he has good credit. Look at your budget, and if you find anything left over each month after making provision for paying living expenses, meeting future bills, reducing past debts, and building the emergency fund—what is left is the measure of your capacity to meet new credit obligations.

**B**UDGET-MAKING is primarily a family affair, though it can start individually with young people just as soon as they attain the stature of having a personal allowance. A school or university student has the same reason for planning expenditures that everyone has: to make money to do the most possible in providing happy living.

Two or three hints may help in budgeting at all ages. Don't let anyone dictate how to spend your money. You know your ambitions: what you have to do is sit down with pencil and paper and devise the means whereby the money you have and what you reasonably expect to get will achieve what you want.

Don't be influenced by your parent's scale of living. They have been many years in reaching that point, and it is witless to think that you can start out from there, basing your starting scale of living on their attained goal. Be independent of neighbours' and friends' standards of living. Build your own plan to fit your own combination of desires and income.

Throughout this Monthly Letter reference has been made to the budget in terms of the family. That is as it should be, because a budget must be a combined effort. Research in Chicago showed that 40.2 per cent of the desertion cases were rooted in financial tension between husband and wife, while 45 per cent of cases of cruelty had behind them financial tension.

These grim reminders of the disturbing things that may happen when cooperative money management is neglected should spur every family to take united protective action at once.

A budget session, with all the family participating in planning the future realistically, should be more interesting than a radio program. Naturally, every member of the family cannot have an equal voice. The major contributors to the money income and the real income have a right to a major voice in decisions, and they have acquired skill and experience. But everyone can have a say in deciding what the family and its individual members expect out of life this year, next year, and other years. Then let them make appropriations that are in keeping with the realities of available and expected income.

**I**T MAY SEEM like a lot of effort to work out a budget plan for a family and to calculate carefully what will bring the greatest gain, but a valuable thing is all the more precious to us if it has been won by effort and thought.

To provide financial stability by eliminating wasteful spending and encouraging useful saving; to build up toward what a family believes to be its best standard of living: these are what good budgeting offers. To be prepared for jolts, to predict and to influence to some extent the family's future, to fit the economic facts of life to one's possibilities and opportunities: these are achievements that are worth trying for.

To find out, in the process, that the family is a unit in desiring the good of all rather than the greedy pleasure of each; that happiness is won by groups far oftener than individually; and that hospitable entertaining has less to do with extravagant spending than it has with the way you say "come over this evening"—these are by-products of budgeting that are beyond price.

A well-carried-out budget plan offers stability, freedom from fear and worry, happier family relationships, increased efficiency, and personal satisfaction.

All this results from answering in the affirmative the key question, and then doing something effectively about it: Are we planning our spending habits on the basis of what we want from life?



Even with their fancy fins, the new cars can't hold a candle to the graceful lines of Canada's ultra-modern destroyer escorts. Dominating the jetty side scene at Key West, Florida, are the Ottawa and the Saguenay, in for a visit after exercises in the Caribbean. (DNS-17257-101)

# OFFICERS AND MEN

## *Cruise Ships Mark Crossing of Line*

On February 26, by permission of King Neptune, three of Her Majesty's Canadian Ships crossed the Equator and observed appropriate ceremonies while en route to Singapore from Manila.

They were the cruiser *Ontario* and the frigates *Jonquiere* and *Stettler*, during their four-month training cruise to the Far East with 117 officer cadets of HMCS *Venture*.

Crossing the line meant a weird but wonderful experience for several hundred "tadpoles" who attended King Neptune's court to be initiated into the "Ancient Order of the Mysteries of the Deep" by the "shellbacks" on board.

The following day, February 27, the ships arrived at Singapore to mark another event, the third anniversary of the *Stettler* in her present commission. Since her recommissioning at Halifax on February 27, 1954, the *Stettler* had steamed 80,000 miles, much of it on training cruises similar to the one on which she is now employed.

The last port of call of the ships before Singapore was Manila where they visited from February 15 to February 22. Previously they had called at Hilo and Pearl Harbour in Hawaii, and Guam.

During the week-long visit to Manila, in addition to the battle-scarred city, claimed to be the second-worst bombed city of the Second World War, next to Warsaw, the Canadians toured the famous battlefields of Bataan and Corregidor.

As a farewell gesture of good will, the officers and men of the three ships were voluntary blood donors to the Philippines National Red Cross community blood bank.

During the visit to Singapore, the ships companies of the three ships were given a royal reception.

For the six days they spent there, the officers and men enjoyed tours of the city, the island and neighbouring Johore Bahru in the State of Johore. They were also taken on a most interesting up-country trip to a rubber plantation and factory. Sailors are enthusiastic photographers and movie cameras whirred, while cameras clicked everywhere.



Major-General E. C. Plow, General Officer Commanding Eastern Command, and Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, were both on the compass platform of the *Crusader* when she came to her berth at Ireland Island, Bermuda, early in March. General Plow took his annual leave to travel to San Juan, Puerto Rico, in the *Crusader* and back to Halifax in the *St. Laurent*. Admiral Bidwell witnessed spring exercises of the First and Third Escort Squadrons with HM Submarine Alliance and also visited Kingston, Nassau and Norfolk during his 34-day inspection cruise. (CU-1276)

Social activities were many and varied. Junior officers and cadets were entertained at a dance given by the Flag Officer, Malayan Area, and RCN "Jaycees" were shown the town by their counterparts in Singapore. Chinese food was extremely popular with the visiting Canadians.

Games between the sailors and local groups included soccer, golf and squash against teams from the Royal Navy base and softball against a representative team from the American Consulate.

The highlight of the visit was the day 3,700 Singaporeans visited the *Ontario* as she lay at anchor in Man-o'-War Bay. They came to the ship in every conceivable type of craft, sampans, fishing boats and ship's boats. Climbing everywhere, they closely examined the Canadian cruiser and enjoyed every minute of their time on board.

As the Canadian ships sailed from Singapore, a destroyer of the Royal Navy towed a target at high speed for the *Ontario's* six-inch guns and Royal Air Force jet aircraft made high speed passes at the ships.

From their obvious enjoyment of their visit, the Canadian sailors will retain fond memories of Singapore for a long time to come.

## *"Father Mike" to Retire in June*

Rev. Michael Patrick MacIsaac, who has been Senior Roman Catholic Chaplain of the Royal Canadian Navy for the past 12 years, and who is known throughout the Fleet as "Father Mike" will proceed on retirement leave in June.

He will be succeeded as Chaplain of the Fleet (RC) by Chaplain Ronald MacLean, who is now Command Chaplain (RC) of the Flag Officer Atlantic Coast. Father MacLean will be promoted to Chaplain Class V.

Rev. Joseph Edward Whelley has been appointed Command Chaplain (RC) Atlantic Coast, effective June 6.

"Father Mike" was to have retired in August 1956 but, following the tragic death last year of his assistant Chaplain Richard M. Ward, he agreed to re-





Rev. M. P. MacIsaac ("Father Mike"), who has been Chaplain of the Fleet (RC) for the past 12 years, will go on retirement leave in June and will be succeeded by Rev. Ronald MacLean (right), who has been Command Chaplain (RC), Atlantic Coast. (O-7510); (OC-005-2)

main another year. Father Ward lost his life when a jet aircraft crashed into the convalescent home of the Grey Nuns of the Cross, near Ottawa, where he was the convent chaplain.

Chaplain MacIsaac was born in Glace Bay, N.S., on December 26, 1901, and was educated at St. Peter's Rectory in Saint John, N.B., the Redemptorist College in Montreal, and in other Redemptorist schools in Canada and the United States.

Ordained in 1928, he served for the next 10 years as a missionary in parishes from the Great Lakes to Victoria. He entered the Royal Canadian Navy in November, 1941, and served in HMCS *Stadacona* and on the staff of the Commanding Officer Reserve Divisions in Toronto.

In January, 1944, he was appointed senior chaplain on the staff of the Senior Canadian Naval Liaison Officer in London, England, and later became Command Chaplain (RC) to the Canadian Naval Mission Overseas.

A year later he was appointed Command Chaplain (RC) to the Flag Officer Newfoundland Force in St. John's Nfld., and in August 1945, he went to Naval Headquarters. The following month he became Chaplain of the Fleet (RC). He transferred to the regular force in September, 1947.

Chaplain MacIsaac has sailed in many ships of the fleet, administering to the spiritual needs of the Roman Catholic members of the ships' companies. He was present with the invasion fleet on the beaches of Normandy, made three visits to the Korean war theatre in the course of his duties as Chaplain of the Fleet, and carried out a tour of duty

as chaplain in the Canadian ships serving in the Far East.

"I'm very grateful for the co-operation I've always received from the officers and men," Father Mike said. "I shall certainly have many happy memories of my long stay among you and I hope our paths will frequently cross again."

Chaplain MacLean was born in Boisdale, N.S., on January 24, 1899 and was a parish priest before he entered the Royal Canadian Navy in October 1940.

He served part-time at HMCS *Protector*, wartime naval base at Sydney, N.S., before he was appointed for duty at *Stadacona*. He later served in the wartime manning depot, HMCS *Peregrine*, at Halifax; in *Cornwallis*, and in the cruisers *Uganda* and *Ontario*. He returned to *Cornwallis* until September, 1954, when he was appointed Command Chaplain (RC) Atlantic Coast.

### U.S. Ships Visit Great Lakes Ports

Four ships of the United States Navy from Great Lakes, Illinois, and a total of 49 officers and 503 men visited Canadian lake ports over the Easter weekend.

The ships, which were on a naval reserve training cruise, were USS *Daniel A. Joy* (Lt.-Cdr. L. L. Gutshell, USNR), USS *Lamar* (Lt. W. I. Storey, USN), USS *Ely* (Lt. (jg) R. A. Schaller, USN) which visited Toronto, and USS *Worland* (Lt. M. W. Jones, USNR), which made Hamilton her port of call. Senior officer of the group was Cdr. W. W. Carlson.

USS *Daniel A. Joy* is a destroyer escort with a crew of 17 officers and 179

men. The remainder of the USN vessels are patrol craft and carry eight officers and 81 men each.

During their visits, the Command Headquarters of the RCN(R) in Hamilton, and HMCS *York* in Toronto, arranged entertainment for the ships' companies.

### Picture Sought By Sea Cadets

The Royal Canadian Sea Cadet Corps in Stratford, Ontario, has been named RCSCC *Stratford*, for HMCS *Stratford*, Second World War Bangor mine-sweeper, and would like a picture of the ship for corps headquarters.

No official photograph of the ship appears to have been taken during the war, but it is thought that private photographs may be in existence. It would be greatly appreciated if a copy of such a photograph were mailed to the Naval Historian, Naval Headquarters, Ottawa, to be transmitted to the Sea Cadet Corps.

### RCAF Assistance Smooths Flight

Co-operation that went far beyond the bounds of normal requirements and genuine comradeship on the part of RCAF personnel smoothed the flight of four RCN aircraft crossing the North Atlantic in March to join the *Bona-venture*.

Trans-Atlantic flights are "old hat" to members of the RCAF's Overseas Ferry Unit and navy flyers took a friendly ribbing from the Sabre pilots, some of whom had made as many as 22 ferry trips.

Four RCN aircraft, accompanied by two North Stars and a flight of Sabre jets, made the crossing. Pilots of the two CS2F Trackers were Cdr. H. J. Hunter, in charge of the detachment, Lt.-Cdr. S. M. Rowell, Lt.-Cdr. K. S. Nicolson and Lt. Morris Komarnisky, and of the two Banshees, Lt.-Cdr. A. A. Shellinck and Lt. J. H. Birks.

One of the major thrills was the approach to Greenland, made in visibility of about 100 miles.

"Narsarssuak (the Greenland air base), its approaches and the ice-cap stretching to the east coast must be one of the most remarkable sights that aviators get a chance to see," Cdr. Hunter later observed.

The airstrip is built against the side of a cliff 500 or more feet high, the runway slopes up from sea level to 130 feet in its 6,000-foot length and there is no real over-run at the far end. All landings are made uphill and all take-offs downhill. The approach to Narsarssuak in bad weather is up a 50-mile flord



with mountains up to 4,000 feet on either side, with one good possibility of mistaking a turn and finishing in a blind alley.

Another kind of thrill awaited the Trackers on their flight to Iceland. Heavy clouds and icing forced a descent to sea level in heavy snow showers, with no forward visibility, with an extremely hostile sea beneath and 30-knot headwinds. The jet flew above the weather and had an easy time of it.

The Trackers again experienced icing conditions on the last ocean leg to the United Kingdom. De-icing gear worked well, however, and flying qualities of the plane were not affected, although five inches of ice accumulated between the fuselage and the engine nacelles, where de-icing boots are not fitted. The Trackers took exactly five hours to make the flight from Keflavik, Iceland, to Kinloss, Scotland.

The final land destination of the four RCN aircraft was the Royal Naval Air Station Ford, near Portsmouth, where, in the words of Cdr. Hunter, the reception was "most warm and pleasant. An old friend of Canadian naval aviation, Captain H. N. Rolfe, RN, is in command, and he was on hand to meet all the aircraft."

### **Jill Tars Hold Successful Dinner**

The success of former years was repeated by the third annual dinner of the Jill Tars, wives of lower-deck personnel in the Halifax area, in the Lord Nelson Hotel in early April.

The guest of honour was Mrs. R. E. S. Bidwell, wife of the Flag Officer Atlantic Coast. During the year Mrs.

The Jill Tars of Halifax are shown at their annual banquet in the Lord Nelson Hotel. The club, composed of the wives of men serving in or from Halifax, had as their guest of honour Mrs. R. E. S. Bidwell, wife of Rear-Admiral Bidwell, Flag Officer Atlantic Coast. Mrs. Bidwell is fifth from the left in the front row.



Bidwell became the first honorary member of the organization.

Following the dinner, reports were read by Mrs. K. Rowan, vice-president and Mrs. F. Walford, treasurer. The Jill Tars' new president, Mrs. C. S. Kiley, spoke briefly.

The wide range of activities during the past year included movies, bingo and card games, a family picnic, a wiener roast, a Halloween party, a children's Christmas party and a reception. Several speakers were heard. Membership grew steadily throughout the year.

Husbands' drafts to other bases or naval establishments brought about several changes in the executive. Among those leaving Halifax were the Jill Tars' first president, Mrs. Douglas Potter, the club's second president, Mrs. William Currie, and the vice-president, Mrs. Robert Herdman.

A visiting committee of the club visits the Red Cross Lodge every second Sunday.

Membership in the Jill Tars is open to the wives of all lower-deck personnel drafted to Halifax for service afloat or ashore.

### **Commodore Roger Leaves Service**

Commodore (L) W. H. G. Roger, Electrical Engineer-in-Chief at Naval Headquarters for the past nine years, has proceeded on leave pending his retirement in July, 1957.

He has been succeeded by Commodore (L) Frederick Thomas Gillespie, formerly Deputy Electrical Engineer-in-Chief at Naval Headquarters. Commodore Gillespie was promoted to his



The band of the Falkland Sea Cadet Corps, leading the Roman Catholic company, passes Ottawa's Blessed Sacrament Church during Battle of the Atlantic Sunday. Close to 500 present and former naval personnel and Sea Cadets attended special church services at St. Matthew's Anglican and Blessed Sacrament Catholic churches. (O-9381)

present rank on taking up his new appointment.

Captain (L) Stuart Edmund Paddon, now Deputy Superintendent and Co-ordinator of Refit and Repair, Pacific Coast, will take up the appointment of Deputy Electrical Engineer-in-Chief on June 3.

He will be succeeded on the West Coast, on April 29, by Commander (E) John Doherty, who will hold the acting rank of captain (E) while in the appointment. Cdr. Doherty was formerly Principal Royal Canadian Naval Technical Representative at Belfast, Northern Ireland.

Commodore Roger was born in Edinburgh, Scotland, on July 7, 1902, and was educated at the Edinburgh Academy, Trinity College, and the Heriot Watt Engineering College. He saw active service in the First World War as a midshipman in ocean transports.

He came to Canada in 1923 and was employed with Canadian Westinghouse, Hamilton, in the engineering department. In December, 1937, he joined the Hamilton division of the Royal Canadian Naval Volunteer Reserve and the following year served briefly as the division's commanding officer.

At the outbreak of war in September 1939, he went to Stadacona and then was appointed to the staff of the Chief Examination Officer at Sydney, N.S. He later became officer-in-charge of the Defensively Equipped Merchant Ships Section there and for a time was

Assistant Extended Defence Officer at Sydney.

In February, 1940, he took up an appointment for electrical duties on the staff of the Chief Engineer in HMC Dockyard, Halifax, and transferred to the engineering branch. In 1943 he transferred to the newly-formed electrical branch and was appointed Manager Electrical Engineering in HMC Dockyard, Halifax. For his services in Halifax during the war he was awarded the Order of the British Empire.

Commodore Roger transferred to the regular force in October, 1945, and in February 1947 was appointed to Naval Headquarters as Director of Electrical Engineering, with the acting rank of captain. He was confirmed in that rank the following year and appointed Electrical Engineer-in-Chief. He was promoted to his present rank in July, 1953.

Commodore Roger is a member of the Association of Professional Engineers of Nova Scotia and of the Engineering Institute of Canada. He is an active yachtsman and has participated in inter-club and international yacht racing on the Great Lakes. A life member of the Hamilton Yacht Club, he was elected commodore of the club in 1937. He has served also as commodore of the Britannia Yacht Club in Ottawa.

Commodore Gillespie was born in London, England, on October 10, 1906. At the outbreak of the Second World War he was serving in the Merchant Navy, and continued to do so until May 1943, when he entered the Royal Canadian Naval Reserve at Vancouver.

Following his initial naval training he served as Base Electrical Officer at Point Edward Naval Base, Sydney, N.S. He later served as Electrical Officer on the staff of the Chief Engineer, Newfoundland Command, at St. John's, Nfld., and at HMC Dockyard, Halifax. He transferred to the regular force in 1945.

Commodore Gillespie subsequently was appointed Deputy Manager Electrical Engineering at Halifax, and in August, 1946, he went to Belfast, Northern Ireland, to stand by HMCS *Magnificent*, which was then building there.

He served as the carrier's electrical officer from her commissioning in 1948 until early in 1950, when he became Deputy Electrical Engineer-in-Chief at Naval Headquarters.

He was appointed Command Technical Officer to the Flag Officer Pacific Coast in August, 1955, and returned to Ottawa, as Deputy Electrical Engineer-in-Chief in June, 1956.

He took up his present appointment as Electrical Engineer-in-Chief on March 9, 1957.



Sunday divisions on board the *Saguenay* at Key West, Florida, with Commander G. H. Hayes, commanding officer, inspecting the supply division. Lt. (S) Max Young, supply officer, is just behind the captain. The Third Canadian Escort Squadron (called the "Cadillac Squadron" and including the *Saguenay*) was in Florida for exercises with the U.S. Navy to wind up a Caribbean training cruise. (DNS-17257-107)

### Squadron Reports Successful Visits

The ability to carry out successful visits to foreign ports seems to be one of the outstanding qualities of HMC Ships.

Among recent examples were visits to Fort Lauderdale, Fla., and Bermuda by units of the Atlantic Command, completing an extended period away from home, which saw them take part, first in joint exercise with the U.S. Navy, then in training cruises in the Caribbean area, finally winding up by participating in NATO exercise New Broom VII in the western Atlantic before returning to Halifax.

Ships taking part in the visit to Fort Lauderdale, the "Venice of America", were the *Algonquin*, *Micmac*, *Iroquois* and *Huron* of the First Canadian Escort Squadron.

A reception was held on board the *Algonquin* on the first evening in port. More than 150 guests were welcomed aboard. While at Fort Lauderdale, in the heart of Florida's fabled Gold Coast, members of the ships' companies toured the inland waterways which stretch 152 miles, separating the hundreds of man-made islands which form the heart of Fort Lauderdale's unique and fabulously rich residential section.

For the ship's anglers and waters outside the harbour mouth were a fishermen's paradise.

Twice during the visit all ships were open for inspection by the general public and the gangways were crowded throughout both periods with people of

all ages displaying a keen interest in the ships and the men who manned them.

A week-end visit to Bermuda involved the *Algonquin*, *Iroquois*, and *Huron* of the First Canadian Escort Squadron; HMC Ships *Saguenay* and *Assiniboine* of the Third Canadian Escort Squadron, and HM Submarine *Amphion* of the Sixth Submarine Squadron based in Halifax.

The streets of Hamilton were filled on the Sunday morning with the sound of marching feet as more than 500 Canadian sailors carried out a ceremonial march past to the strains of "Hearts of Oak" played by the band of the Royal Bermuda Rifles.

Taking the salute from the dais was the island's governor, His Excellency Lieutenant General Sir John Woodall, accompanied by Lady Woodall and their daughter.

Upon completion of the march past, the parade divided into two smaller units, each proceeding to one of four of Hamilton's beautiful churches to take part in divine services.

The parade was the largest carried out by naval personnel in Bermuda for many years and drew many favourable comments from the local citizens long accustomed to parades by the Royal Navy before the Second World War.

Bus tours organized by the local community took the visiting sailors through the narrow winding Bermuda roads to such famous tourist attractions as the Devil's Hole, the crystal caves, the aquarium and the many magnificent beaches of silver sand.



# HYDROFOIL CRAFT LAUNCHED

A LARGER and extensively instrumented successor to the *Massawippi*, the Defence Research Board hydrofoil craft developed at the Naval Research Establishment (NRE) at Dartmouth, N.S., was launched and named *Bras d'Or* at the plant of Saunders-Roe Limited on the Isle of Anglesey on April 29.

Mrs. A. H. Zimmerman, wife of the Board's chairman, officiated during the brief launching ceremonies. With Mr. and Mrs. Zimmerman was E. L. Davies, Defence Research member on the Canadian Joint Staff in London, and Mrs. Davies. Present also were representatives from the Royal Canadian Navy, the Royal Navy and a group of Canadian and UK defence scientists interested in the Board's long-term hydrofoil project.

Developed as a fundamental research activity aimed at gaining information on performance and the general feasibility of hydrofoil craft for naval purposes, the new craft has been named the *Bras d'Or* after the famous Cape Breton Island lakes where Alexander Graham Bell and Casey Baldwin first began investigating the possibilities of hydrofoil craft early in the century. The *Bras d'Or* is of particular interest to the RCN as a likely high-speed air-sea rescue craft and as a replacement for relatively small naval vessels.

Of aluminum alloy construction, the 59-foot 17½-ton craft is fitted with three hydrofoil units of similar size. Two are mounted on each side of the hull near the bow and the third, which serves also as a rudder, is fixed to the stern.

Each unit comprises several V-shaped blades mounted between side struts. Known as the surface-piercing hydrofoil system, the blades are lifted by the water as the craft's speed increases so that the hull rides completely above the surface at about 20 knots with a clearance of three-and-one-half feet at maximum speed.

The advantages of this particular type of hydrofoil system include the achievement of relatively large hull clearances at high speed and desirable structural properties which will permit



This is an artist's idea of what the new hydrofoil craft, the *Bras d'Or*, will look like at sea. The new hydrofoil boat, launched on April 29 from an Isle of Anglesey shipyard, recalls in her name the early experiments of Alexander Graham Bell with hydrofoil craft on the Bras d'Or Lakes in Cape Breton Island. (Photo from Defence Research Board).

scaling to suit larger craft. In addition, the system is inherently stable and facilitates the use of simple control devices.

The *Massawippi*, predecessor to the *Bras d'Or*, which has undergone extensive trials at NRE for several years is a five-and-a-half ton, 45-foot craft which employed successfully the new boat's hydrofoil ladder design.

Developed from extensive towed and self-propelled model tests both in calm and in rough waters in the U.K., the new craft is powered by two Rolls-Royce marine engines. The unusually high hull clearance enables the craft to proceed safely in rough waters at high speeds.

Canadian hydrofoil development is a joint DRB-RCN experimental project. The Admiralty has co-operated actively from the *Bras d'Or*'s early design stages and the Saunders-Roe plant was chosen for the fabrication phases because of its special facilities for this type of development.

The background of the choice of name for the new hydrofoil craft was recalled in an editorial in the *Halifax Mail-Star*:

"It is highly fitting that the Royal Canadian Navy's new secret hydrofoil research craft, which was launched in Britain yesterday, has been named the *Bras d'Or*.

"It was on the Bras d'Or Lakes of Nova Scotia that another experimental hydrofoil boat was first tested 38 years ago with a speed of 70.86 miles an hour, a record which, so far as is known, still stands for this type of craft. It was built by the inventive genius, Dr. Alexander Graham Bell, and his associate, F. W. (Casey) Baldwin.

"Unlike that boat, the *HD-4*, which was driven by aircraft engines, the Canadian Navy's *Bras d'Or* is propelled

by underwater screws and is twelve tons heavier.

"For more than 50 years hydrofoils have captured the minds of men seeking speedier means of water travel. An Italian designer, Enrico Forlanini, experimented with such boats shortly after the turn of the century and in 1905 succeeded in operating one at 44 miles an hour. Considerable progress was made during World War Two by the Germans. They built several types for fast patrol work and other purposes. Hydrofoil craft now are in regular ferry service operation between Sicily and the Italian mainland, travelling an eight-mile course in slightly more than ten minutes, while ordinary ferries take 50 minutes for the same trip.

"The U.S. Navy also is actively engaged in a hydrofoil development program, and Congress has appropriated money for a prototype landing craft. Smaller runabouts now are being manufactured in the U.S. and even a do-it-yourself kit is available.

"At present, most experts feel that one hundred tons—20 times the weight of the *HD-4* which skimmed across Bras d'Or Lakes in 1919—is about the limit in size for these vessels which, as their designers say, 'fly' through the water on stilt-like foils that lift the hull above the friction-pulling surface.

"But there are other reputable scientists who predict the day of ocean-crossing hydrofoil ships is coming soon. In this age of scientific wonders it is not difficult to envision it. If it does come, Nova Scotians will be able to proudly boast that, through the experiments at Baddeck in 1919, and the research work to be continued at the naval research establishment at Dartmouth with the new *Bras d'Or*, this province was the home of much of the pioneering."

# ON ANCHORS AND CABLES

## *Old Niobe Had Hawsepipes Doors*

**I**N ONE FORM or another the symbol of an anchor has been the badge of office of the seaman's calling since the dawn of navigation: the choice of this heraldic device symbolizes the quality of holding power, which is the prime essential of an anchor, with that steadfast courage in the face of difficulties that has ever stamped the character of seamen.

It is a natural choice, for until recent years the anchor occupied the most prominent position in the ship; the great wooden stocks and broad wrought iron flukes catch the eye immediately in the pictures of dashing frigates, stately 74s and great ships of the line that characterize the art of marine painters and engravers of the eighteenth century. Of course the anchors, although prominent and always more or less ready for instant use, were then only one feature of the broadside of a ship. The elaborate bowsprit and figurehead, the knightheads and catheads, the gunports with their rows of gaping scarlet lids triced up to show the sombre muzzles, the heavy black channels to the lower rigging, the quarter galleries and the twin lines of hammock nettings, formed a background of complex evolution.

Today we do things differently. We still serve the ideals associated with our ancient trademark, but physically we keep the anchor in its place. An outstanding feature of the St. Laurent class ships, so far as appearance is concerned, is the absence of clutter. From stem to stern not one protruding feature detracts the eye from the lines of the hull. The anchors, last and most characteristic feature of a ship's appearance to survive the old order, have disappeared from view. They are in fact concealed by a hinged door which completely covers the hawsepipes and anchor recesses: when the door is closed it is quite difficult to pick out at first sight, and as the windlass and cable gear are situated inside the long curve of the fore-castle, there is little to indicate to a casual observer that the St. Laurents are even fitted with anchors. The reasons for this need not be entered into here but appearance is only one, and not the most important, of the many factors leading up to this design.

It was with some concealed professional interest therefore that I studied

the photographs of HMCS *Niobe* which you see on these pages. I say concealed, because it was the Naval Historian who so cheerfully slapped them down on my desk, and I wondered just what was in his mind. Naval Historians are funny people: digging around as they do in musty files, ancient monuments and auction sales one is inclined to write them off as eccentrics to whom the evidence leading up to the Byng court martial and conviction is a gnawing anxiety requiring further study whereas the Mainguy Report is hot off the press and almost sub judice. (It was of Admiral John Byng incidentally that the leading columnist of his day said that he was shot "pour encourager les autres".) But you never quite know, and on this occasion there was just the ghost of a shadowy gleam in the historical eye.

Look at the *Niobe*: the clutter is there all right—four funnels, sixteen

### THE AUTHOR

*Lt.-Cdr. T. E. Appleton, RCN (R) is a civilian serving on the staff of the Naval Constructor-in-Chief at Headquarters. A professional engineer, he is somewhat unusual in that much of his seafaring life has been spent on the "wrong" end of the engineroom telegraph. He learned to sail boats at an early age on the west coast of Scotland, holds a Yachtmasters certificate, joined the RNVR before the war and served for the six years of hostilities in command of minesweeping trawlers and A/S-M/S groups. On arrival in Canada he transferred to the RCN(R) and is on the active list of HMCS Carleton. Much of his career has been in the field of marine equipment where sailors, engineers and constructors all meet and sometimes agree. Happily in the midst of this tangle he indulges a taste for reading, believing that in this age of specialization it is a good thing to specialize in not being a specialist.*



If sailors of today feel sorry for themselves while painting ship, let them study this starboard view of HMCS *Niobe*, taken about 1911, and around the time she became the first RCN ship to arrive at her base in Canada. A novelty in modern ship design, the hawsepipes door, had already been anticipated by the designers of the *Niobe* two generations ago. Note the unusual method of anchor stowage and the mooring cable. (DB-4170)



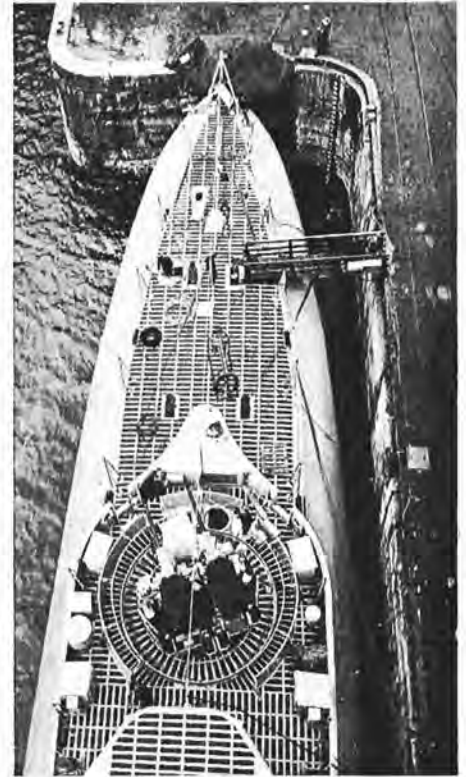
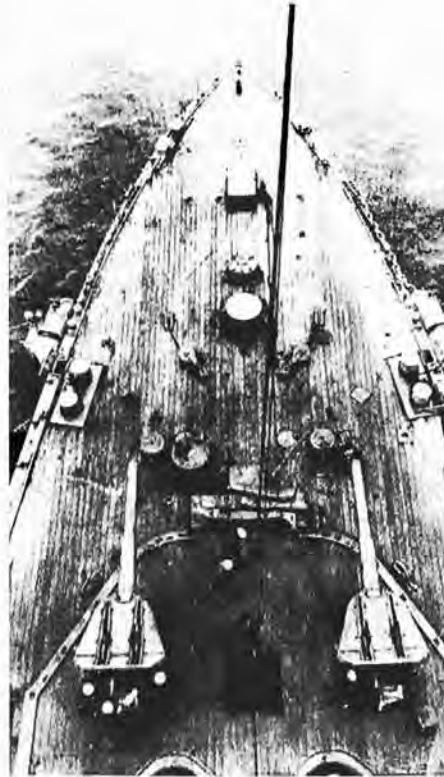
six-inch guns, fourteen twelve-pounders, twelve three-pounders, lower masts topmasts and t'gallant masts complete with signal yards, rows of stokehold ventilators (she needed them, burning 19 tons of coal an hour at full power—and hand-fired), davits, boat booms, catwalks, scuttles, ladders, all over the topsides—and of course the anchors and cables.

Ah well! What would you expect? For the *Niobe* (1897) was a first class protected cruiser laid down in 1895; no doubt many of the old hands in her original complement had served in the wooden walls for it was within the span of their service life that the Channel Fleet cruised under sail.

But look again: the searching eye of the Naval Historian has detected anchor-pocket doors, and, what is worse, he's right! Now look at the view of her forecandle taken from above: there are no hawsepipes and cable visible and the working gear is clearly on the deck beneath. Fortunately for the peace of mind of Naval Constructors the similarity stops there and progress has been made since 1895.

The evolution of anchor and cable arrangements is interesting. Without considering very early times, ship's gear in the eighteenth century was pretty well standardized in the form of hempen cables (the term cable-laid lingers on) and wrought-iron anchors with wooden stocks. The anchor was weighed (an expression with a very literal meaning to the seamen of those days) by means of the main capstan and a messenger attached to the cable by stoppers (fleeted back and forth by boys called cable nippers), for the rope cables in a big ship were too big and awkward to put round the capstan. The cable itself passed down a hatch and was flaked down in the cable tier on either side of the magazine. The anchor when a trip, was catted—that is hauled up to the cathead by a burton from whence the crown was heaved up to the fore-castle and secured.

Various inventors had a go at anchors in the nineteenth century (they are still at it) and in 1846 the Admiralty standardized on iron stocks, that is a completely iron anchor. Meanwhile by 1808 the art of chainmaking had advanced to the point that Robert Flinn, of North Shields in England, had made a short-link chain of something like modern proportions and, what is more, had invented a lever and weight machine for proof-testing. Stud-link cable with the familiar inserted stud was first produced by Thomas Brunton in London in 1813, and when in 1830 the Admiralty decided to fit all ships



Sixty years have passed since the cruiser *Niobe* first put to sea, but in one respect her design anticipated that of the St. Laurent class destroyer escorts—among the world's most modern warships. A similarity (and just about the only one) between the ships designs is that in each case the anchor cables have been dispossessed from the forecandle, leaving an expanse of relatively uncluttered deck. The *Niobe* picture (left) is reproduced here through the courtesy of Dewey Robinson, of Toronto, who served in the RCN as a boy seaman. The view from the masthead shows the *Niobe*'s planked deck, the shortened forestay, to avoid fouling the line of fire, and the white caps of the six-inch guns' crews.



"Is there a thing whereof men say, 'See, this is new'? It hath been already, in the ages which were before us." So wrote the despairing author of "Ecclesiastes". Similar thoughts were provoked by the discovery that HMCS *Niobe* sixty years ago was equipped with hawsepipes covers with similar functions to the ultra-modern anchor-recess doors. One of these is seen in open position in this picture of the new *Saguenay*. (DNS-17252/93)

of the Royal Navy with chain (new ships had been so fitted since 1816), they were proof-tested by hydraulic machine at the Hingely works in England and stamped accordingly. The USN had been developing along parallel lines and had a chain-making plant at the Washington Navy Yard in 1817.

From then on the developments in chain-making have been great, but as they are largely technical need not be considered here. Suffice it to say that the modern high-tensile steel chain cable now adopted in the RCN has the stud integral with the link and is the result of very many years of research development and experience by the ancient industry of the chain smiths.

By the time the *Niobe* came along, the old stocked anchors had long since been out of fashion in naval construction, and she was fitted with the Admiralty close-stowing anchor, a kind of transitional stage between the old stocked anchor of the sailing ship which was suspended from the cat-head and the modern stockless anchor which stows in the familiar hawsepipe.

The close-stowing anchor, so called

because the short stock was in the same plane as the flukes and the anchor could be stowed flat, was originally stowed on sloping platforms called billboards, but the *Niobe* carried them in clamps on the ship's side. They were lifted up there by a sheave on a bracket jutting out (still called a cathead, although the grinning cat had long ago ceased to adorn it) and a wire taken to the centre line capstan on the fore-castle. The anchor-pocket doors, or rather hawsepipe doors, for there were no anchor pockets, were kept closed at sea to prevent the fore-end washing out.

This arrangement was quite common at the turn of the century for cruisers with their high freeboard; the earlier steam-turret battleship, which had very low freeboard, had her capstan and cable gear on the fore-castle deck because there simply was not headroom to put it below and still have the anchors above water. This fore-castle arrangement became standard practice in heavy ships until long after the advent of stockless anchors, and may be seen in its final form in the standard battle-

ship layout of the seamanship manuals and the fore-castle models on which many of us learned our cable work. The *Quebec* and *Ontario* are good examples of this.

There is no finality in naval construction, for changing conditions inevitably bring improvements; it is reasonable to suppose however, that so far as fighting ships are concerned, the cable deck has left the fore-castle for good. With that change has gone the time-honoured evolution of weighing by hand when the stirring music of the band spurred on the flagging muscles of the whole ship's company as they heaved at the straining capstan bars. Failure of power these days puts the ship out of action anyway, and "Armstrong's Patent" is of little use.

It is the function of historians to enable us to understand the present by an occasional look at the past. History is not just dates and battles; from it we learn how our forefathers grappled with the problems of their day. Often they are the same as those we seek to solve in our own time.—T.E.A.



Twenty-nine technical apprentices from across Canada graduated this spring from HMCS Cape Breton, the technical apprenticeship training ship, Halifax, and were promoted to the rank of petty officer second class. Front row, left to right: Petty Officers H. W. Henderson, J. R. Elton, D. G. Sheehan, R. J. Devlin, C. D. Gordon, Robert Juulsen, A. J. Black, W. B. Fell and D. S. Fitzgerald. Centre row: Lt. (E) A. C. Wildsmith (Course Officer), Petty Officers R. D. Beckett, R. F. Irwin, H. A. Millman, C. W. Prowse, P. H. G. Smith, J. R. Burrell, J. R. Doucette, M. G. Chorney, Ronald Quick and CPO G. H. Squance (Course Chief Petty Officer). Back row: Petty Officers M. J. Hill, R. P. McCormick, R. G. George, I. A. Urquhart, R. M. Settingington, A. E. Maynard, R. J. Lauzon, R. F. Quinn, R. P. Lindsay, R. U. Wheeler and B. H. Squire. (HS-47812)



# AFLOAT AND ASHORE

## PACIFIC COMMAND

More than 5,000 officers and men of the Royal Canadian Navy's Pacific Command observed Battle of the Atlantic Sunday, May 5, in ships at sea and at special services ashore at HMCS *Naden*.

Protestant services were held at *Naden*. Chaplain (P) Harry R. Pike, Assistant Command Chaplain (P) was in charge of the service while Chaplain (P) F. H. Godfrey gave the sermon.

Roman Catholics attended special Battle of the Atlantic service in the drill hall. Chaplain (RC) J. G. Laporte, Command Chaplain (RC), sang mass and Chaplain (RC) J. P. Farrow preached the sermon.

Pacific Command ships at sea held church services on board to commemorate the Battle of the Atlantic.

## HMCS *New Glasgow*

An application for Battle Honours, made late last year on behalf of the *New Glasgow*, has received approval and the frigate may now make the entry "Atlantic 1944-45" on her Battle

Honours scroll. The award covers the period during which the *New Glasgow* served as ocean convoy escort in the North Atlantic.

The account of the U-boat encounter off Northern Ireland in which the *New Glasgow* received major credit for ramming and damaging *U-1003*, resulting in the submarine's eventual loss may be found in "The Far Distant Ships", operational history of the RCN during the Second World War.

With the announcement that the Battle Honours had been authorized, PO R. Jalbert, shipwright, was put to work carving a scroll for the proper display of the honours.

## Ordnance School

Congratulations are extended to CPO Ivor Emberton in achieving his advancement to C2OT4 and to PO Clifford Douglas, to P1GA4.

There have been several changes around *Naden's* Ordnance School, Cd. Ordnance Officer Alf Lee has come from the *Sioux*, and CPO P. L. Rigg from the *Ontario*. CPO R. N. Knight arrived from the *Cayuga* and CPO T.

D. Angus was to be at the school for four months while CPO C. W. Adams was replacing him in the *Ontario*.

CPOs J. R. Vincent and A. C. Greene and Ldg. Sea. T. F. Brush were here from the East Coast for a short course.

## ATLANTIC COMMAND

The Royal Canadian Navy observed Battle of the Atlantic Sunday, May 5, with church parades in Halifax and Dartmouth and a special service at sea.

Nearly 2,500 officers, men and Wrens attended divine services in 13 churches in the Halifax-Dartmouth area and memorial services were held in the frigate *Outremont* in the harbour approaches, where two RCN minesweepers were torpedoed and sunk during the Battle of the Atlantic.

Services on board the *Outremont* were in memory of officers and men of the Canadian Naval Service lost in the sinkings of the *Clayoquot* and *Esquimalt*.

The *Outremont* sailed at 9 a.m. and proceeded to the positions of the sinkings, where brief services were held and wreaths deposited on the water by the officers who commanded the *Clayoquot* and *Esquimalt* when they were torpedoed.

The *Esquimalt* was on a patrol off Chebucto Head when struck by a torpedo fired by the German submarine *U-190*, early in the morning of April 16, 1945. The ship sank in less than four minutes with the loss of 44 officers and men. Commanding officer at the time was Lt.-Cdr. R. C. MacMillan, now serving in HMCS *Saguenay*.

The *Clayoquot* was sunk by an acoustic torpedo while on a routine anti-submarine sweep in the approaches to Halifax Harbour December 24, 1944. Eight officers and men were lost. The ship was commanded by Cdr. A. C. Campbell, now on the staff of the Flag Officer Atlantic Coast.

## HMCS *Shearwater*

In addition to acting as hosts to the 1957 Nova Scotia Regional Drama Festival, *Shearwater* has once again made its mark in the world of amateur and professional dramatics by winning this competition for the fourth time in five years.

Amateur and professional theatrical groups in Canada compete annually in



Glenn Weise, Kam Maxwell and Bruce Langford are pictured in a scene from "Home of the Brave", *Shearwater's* winning entry in the 1957 Nova Scotia Regional Drama Festival. (DNS-12533)

a series of 13 regional festivals from which eight groups are selected to compete in the Dominion Drama Festival. This festival is held each year in a different Canadian city, alternating between Eastern and Western Canada, and this year was to be held in Edmonton commencing May 20.

The Shearwater Players, currently under the chairmanship of Surgeon Lt.-Cdr. H. D. Oliver, is one of the most active groups in the Maritimes and in recent months, under the guidance of their director Mrs. Babs Johnson, wife of an ex-Shearwater supply officer, has maintained a high dramatic standard. The Players won the Regional Festival this year with their presentation of "Home of the Brave", a three-act psychological drama by Arthur Laurents, concerning the fortunes of five American army engineers sent to survey a Japanese-held island in the Pacific.

A total of five plays were entered in the festival which commenced on Monday, March 25, and lasted for three days. Entries included: "The Hasty Heart", "The Caine Mutiny Court Martial", "The Bad Seed" and "The Curious Savage". Rarely has so much fine entertainment been available at Shearwater without the necessity of stepping ashore. Indeed the process was reversed, for almost 1,000 civilians, journeying from as far afield as New Glasgow and Sydney, visited the station to see the plays. Shearwater received much-welcomed publicity as a result of the press, radio and television coverage of the festival.

In addition to winning the regional Calvert Trophy, the players also received a cash prize of \$100.

### CANCORTRON 3

Highlights in Canadian-American relations during the Third Canadian Escort Squadron's cruise to southern United States ports this spring were hard to choose between during Operation Springboard, the U.S. Navy's annual winter training exercise in the Caribbean Sea.

Three units of the squadron, HMC Ships *Assiniboine*, *Ottawa* and *Saguenay* spent over a month paying visits to U.S. ports, both in the Gulf of Mexico and along the southern portion of the U.S. Atlantic seaboard.

In New Orleans, the Canadian consul-general, William G. Stark, played host to the Canadians at several functions. Through the Canadian Club of New Orleans and the United States Navy League he arranged invitations for officers and men to join Canadian



Commodore James Plomer, Deputy Chief of Naval Personnel, included the galley in his annual inspection of Gloucester, naval radio station outside Ottawa. Left to right are AB Bernard Laport, Commodore Plomer, and CPO G. D. Blakeney, the chief cook. The soup shortly thereafter was consumed by the 250-odd on strength at Gloucester as a prelude to a Friday evening dinner in May. (O-9476)

and American families for motor trips, picnics and house parties. So it was with great pleasure that Captain A. G. Boulton, the squadron commander, received him as a guest when the squadron sailed for Key West.

Mr. Stark travelled on board the *Saguenay* (Cdr. G. H. Hayes) and was an enthusiastic observer of all that happened in the new anti-submarine vessel. After morning divisions and prayers he spoke to the ship's company on the quarterdeck. As representative of Canada in foreign countries, they had done a good job, he said.

When the *Saguenay* was in Key West, the seaman's characteristic ability to improvise his own variations on any worthwhile theme were adequately demonstrated. CPO Stuart Duncan and PO John Nicholis, ordnance and electrical technicians, pioneered a lively series of evening shrimp fishing expeditions with home made dip nets (some were made from discarded burlap onion sacks).

"Shrimp men are a comin', go find the night cook," was the song of the returning fishermen, to whom Chief Cook William White made available the services of his nightman, AB Richard Colombe, and the facilities of the *Saguenay's* elaborate galley. For a few minutes the savoury aroma rose around the steam kettles, then triumphal pro-

cessions bearing heaped up platters departed for the moon-lit upper decks.

Three ships of the Third Canadian Escort Squadron took a five-day Easter holiday at Jacksonville, Florida, from the program of exercises which they had begun in early February. The *Ottawa*, *Saguenay* and *Assiniboine* together with HM Submarine *Amphion* ascended the St. James River on April 18 and put in at Jacksonville.

Special Protestant and Catholic services were held aboard on both Good Friday and Easter Sunday, conducted by the squadron chaplains Rev. J. E. Williams and Rev. L. C. Morand respectively.

Sunday afternoon some 70 Roman Catholic officers and men travelled by bus to St. Augustine, Florida. The city was founded by the Spanish in 1565 and it has been under Spanish, British and Confederate flags as well as the Stars and Stripes.

The Canadians came as pilgrims to the mission of Nombre de Dios (which dates from 1567) and to the shrine of Our Lady of La Lech, established before 1620.

When the *Assiniboine* was in Key West movies were shown on board by Ldg. Sea, George Faulkner. Ldg. Sea, Edward Robert did an excellent job of organizing numerous sports events which kept the ship's company active



and occupied during five days alongside. The ship's softball team, coached by CPO Norman Sellers put up a good showing against several teams from American ships.

An officer of the Royal Navy, Lt.-Cdr. Anthony Woolley, who is serving with the USN in Key West, requested that his son, Michael, be baptized in the tradition that is common to the RN and RCN. After Sunday divisions, the service was held on the quarterdeck of *Assiniboine*, attended by the ship's company. Cdr. Eric P. Earnshaw was the proxy godfather. The rite was performed by the squadron Protestant chaplain, Rev. James Williams.

On April 17 the *Assiniboine* sailed from Key West for Jacksonville. While in the most southern city of the U.S.A. the ship's company found many and varied interests in which to pass their leisure hours in the sunshine state. Cd. Radio Officer Henry J. Bennetts was made a member of the ancient and honourable order of "Guppy Snorkelers", because of time spent in a USN submarine.

When the *Ottawa* was in Key West, activities consisted largely of sports and AB William Redden was very successful in organizing and arranging inter-part and intership games. Lt.-Cdr. Jim Cook organized, with the assistance of CPO Cliff Giles, a beach party. Over 100 men from the *Ottawa* attended.

The ship's company of *Assiniboine* spent an enjoyable quiet Easter weekend in Jacksonville, Florida.

For some of the ship's company one of the pleasant things about Jackson-



The White Ensign of the *Huron* was dedicated during a Battle of the Atlantic Sunday service in St. Matthew's Anglican Church, Ottawa. It was presented for display and safekeeping by former members now living in Ottawa, who were in her ship's company during English Channel actions in the Second World War. Left to right are John G. Henderson, ex-leading telegraphist, of Halifax and Ottawa, and Lt. G. D. Hughson, RCN(R), (Ret'd), Ottawa, escorts at the ceremony; CPO Leonard S. Stone, RCN, (Ret'd), Victoria and Ottawa, and Rev. R. Eric Osborne, rector. CPO Stone won the DSM during the Channel actions. (O-9380)

ville was that, although a great number of the ship's company have continually persisted in fishing in almost every port, this is the first port where the fish have co-operated. One of the more skilful fishermen was AB Peter Vanduyt, who caught over 30 catfish and

several game bass. Some of the other successful anglers were AB Ronald Crooker, AB David Parsons, AB Leslie Matchett, PO Earl Conrad, and Midshipman James Wood.

## NAVAL DIVISIONS

### HMCS *Donnacona*

The Montreal premiere showing of the British film success, "The Battle of the River Plate", took place April 4 at the Avenue Theatre. Through the courtesy of the distributor and exhibitor of the film, the Montreal Branch of the Naval Officers' Association of Canada were able to sponsor the first showing, and they made it into a special local premiere, with the proceeds of the evening donated to naval charities. "The Battle of the River Plate" was the Royal Command Performance Film for the year 1956.

Several naval units in the Montreal area were generous in their provision of facilities and equipment, much of which was used to decorate the theatre, inside and out, to give the event a proper naval atmosphere. Personnel from *Donnacona*, the Montreal division, from *Hochelaga*, the Naval Supply Centre at Ville LaSalle, and members of the Royal Canadian Sea Cadets Corps in the area also took part in the



At the Montreal premiere showing of the British film, "The Battle of the River Plate", April 4, Vice-Admiral H. G. DeWolf, the Chief of the Naval Staff, met three survivors of the actual battle, the first major naval encounter of the Second World War. Left to right are Mr. Ermert, C. R. Flaxington, Vice-Admiral DeWolf, David S. Jones, and Mr. Pfeiffer. Messrs. Ermert and Pfeiffer were members of the crew of the German pocket battleship Admiral Graf Spee, which was scuttled in the River Plate estuary following her battle with the three British cruisers, the *Ajax*, *Exeter* and *Achilles*. C. R. Flaxington was the master-at-arms in the *Ajax* at the time of the battle. Mr. Jones is president of the Montreal Branch of the Naval Officers' Association of Canada, which sponsored the Montreal premiere of the film which commemorates this famous naval battle. (ML-5571)

evening's events. A well-turned-out guard came from *Donnacona*, and the Sea Cadets provided a bugle band.

Many prominent Montreal and district residents attended the showing, and among the distinguished guests of the evening were Vice-Admiral H. G. DeWolf, the Chief of the Naval Staff, and Mrs. DeWolf, and Vice-Admiral H. T. W. Grant, RCN, (Ret'd), and Mrs. Grant. Also present were Commodore Paul W. Earl, Senior Naval Officer, Montreal Area, and Mrs. Earl; Captain A. Ross Webster, commanding officer of *Donnacona*, and Mrs. Webster, and Captain (S) M. A. Davidson, commanding the Naval Supply Centre, and Mrs. Davidson.

There was also a strong attendance of serving and retired officers of all three armed services, including the senior officers of the area for both the Canadian Army and the Royal Canadian Air Force.

The evening started off with a small dinner party in the wardroom of *Hochelega*. Hosts at the dinner, to several of the distinguished guests mentioned above, were David S. Jones, president of the Montreal branch of the Naval Officers' Association, and Mrs. Jones. After the dinner, the official party proceeded to the Avenue Theatre, where Vice-Admiral DeWolf inspected the guard, drawn up in front of the theatre. Lieut. R. H. Birkett, of *Donnacona*, was officer-of-the-guard.

Following the inspection, the official party entered the theatre, where they met three survivors of the actual battle! These included C. R. Flaxington, who at the time of the battle was the master-at-arms of HMS *Ajax*, one of the three British cruisers in the action. Mr. Flaxington emigrated to Canada following the completion of his time in the Royal Navy, and subsequently served several years in the RCN(R), at *Donnacona*. The other two survivors at the Montreal premiere, Messrs. Ermert and Pfeiffer, were members of the crew of the *Admiral Graf Spee*, the German pocket battleship which was scuttled following her battle with the British cruisers.

With the aid of efficient, neat looking wrens, also from *Donnacona*, who volunteered as usherettes for the night's performance, the throng of Montrealers and out-of-town guests were quickly seated, and the show began. When it was all over, the comments overheard in the theatre lobby were very complimentary, both for the film and the organization of the evening's events.

A strange coincidence, in the shape of the Montreal *Gazette's* headlines for April 5—on display in the theatre lobby

as the guests were coming out from the show—was the announcement that Britain was to scrap her battleships in favour of smaller craft—a fitting tribute to the work of the three cruisers in the now famous naval engagement of 18 years ago!—C.G.

### HMCS Carleton

The role of the naval reserve in the atomic age was reviewed April 17 by Rear-Admiral Kenneth F. Adams, Flag officer Naval Divisions, during his annual inspection of *Carleton*, Ottawa naval division.

Admiral Adams, in charge of the training and administration of some 7,000 reserves across Canada, told the 200 officers, men and wrens on parade that they would "be of invaluable help in the early part of an atomic attack" and later would take up duties with the Navy on the coasts and in war-ships.

To plan in detail a program for reserves in the event of war with its nuclear prospects is "impossible". The reserve sailor, however, initially would be "valuable to the community" and, later, "to the country as a whole" when absorbed into naval forces afloat.

In mentioning the deterrents to war, Admiral Adams described the citizen-sailors as "all-important people in the preservation of peace. The more you know . . . the less likely it is that it will be necessary for us to go to war".

This was his final inspection in a swing through reserve divisions from the West Coast before returning to his headquarters in Hamilton.

*Carleton*, under command of Cdr. W. Robert Inman, performed ceremonial divisions and a marchpast for the visiting admiral. He later saw them at classes of instruction.

During divisions, he awarded the Canadian Forces Decoration to CPO Paul Desbiens, a motor mechanic who served in the RCNVR at Quebec City and has been in the RCN (Reserve) at *Carleton* for the past five years.

### HMCS York

Identical twins, who have stuck together afloat and ashore for two years despite the frequency with which buddies become separated in the Navy were among the 25 University Naval Training Division cadets to be awarded their commissions this year at *York*, the Toronto naval division.

The twins, Cadets S. J. and T. W. Avruskin, along with the 23 other cadets were presented with their commission scrolls March 19 by Commo-

dore R. I. Hendy, Senior Naval Officer, Toronto Area, on the drill deck of *York*.

The presentation of the scrolls was the third annual graduation ceremony of the UNTD, and culminated three years of training during the university years and during the summers. The cadets now begin their careers as sub-lieutenants in the Royal Canadian Navy (Reserve).

Three awards were made also. Cadet D. F. Barr was given the Naval Officers' Association Award by N. M. Simpson, president of the NOAC. This is the award given to the outstanding cadet in the graduating year.

Cadet S. H. E. Clarkson was awarded a presentation as the outstanding cadet of the second year by Captain Leonard Stupart, commanding officer of *York*.

Cadet M. P. Shiner was presented an award as the outstanding cadet of the first year by Cdr. (E) H. U. Ross, executive officer of the UNTD. Cdr. Ross addressed the cadets on their graduation.

The twins were born October 7, 1935 in Salem, Ontario. They attended high school there and both held executive offices in student organizations. Stan was president of the school organization and Ted was treasurer.

They came to University of Toronto in 1954. Stan graduates this year in general arts and intends to continue at the U of T law school. Ted has completed two years premedical, and is now in his first year medicine.

Somehow, during their naval careers, they missed the usual pitfalls. That is they didn't try to fool instructors and their officers by substituting for each other to beat the systems of mustering and doing extra work. If they did, they didn't get caught at it anyway.

During the past two summers, they have been together on the coast doing naval training.

Besides the Avruskin brothers, the following cadets were awarded their commissions. D. F. Barr, D. A. Bean, J. F. Brewin, I. M. Cameron, J. B. Ellis, A. P. Ewasko, E. E. Finsten, J. D. Gossage, J. D. Grant, E. J. Hambley, W. B. Hanna, G. K. Helleiner, H. M. Kelly, R. G. Lee, B. D. Lister, E. A. Overton, R. G. Penner, W. Pepall, G. R. Sellery, C. A. Smith, J. L. Stanford, T. E. Staples, and W. G. Thompson.

In March *York* was invited to supply the lobby decorations at the Odeon Humber Theatre in Toronto during the screening of "The Battle of the River Plate". The equipment displayed drew many comments from the capacity audiences which saw the film.

# WHAT THE NEXT TEN YEARS WILL BRING

## *NATO Chiefs Stress Key Role of Nuclear Power*

THE SHAPE indoor exercise just concluded dealt with the kind of armed forces which are likely to be needed by the NATO nations in say 1966—that is, about ten years ahead. We selected this date because we will then be in the missile age. The progress of science will then have provided us with nuclear weapons of tremendous destructive power, and with the means of delivering them. The new key to our strategy will be this power to destroy to an extent never before envisaged.

Our task at SHAPE is to protect the peoples and territories of the NATO nations against armed aggression. If we are subjected to an all-out attack by an aggressor, whether he uses nuclear weapons or not, our military plans require that we defend ourselves with all the means at our disposal, including the new nuclear weapons; this cannot be stated too clearly or too often.

It is possible that we might be subjected to limited aggression in certain areas, the aggressor not using nuclear weapons. For instance, an aggressor might want to test our firmness by seizing some isolated area, hoping that our unity would not be sufficient to launch combined NATO counter action.

Such an act of aggression would constitute an invasion of NATO territory and SACEUR must have the resources and the means to permit him to deploy his NATO forces—not merely the forces of one nation—in the path of the aggressor at once. By such action we plan to handle limited aggression in the NATO area without necessarily resorting to a limited attack before it could develop into an ugly situation which might lead to unlimited nuclear war.

In this exercise we have been directing our thoughts some ten years ahead. Why “ten years?”

Because when you start crystal gazing, ten years ahead is about as far as you can see with any certainty.

A factor that must influence our thinking, and our planning for the future, is scientific progress.

We cannot look into the future with certainty, but we know enough to be able to make reasonable assumptions on which we can work. Scientific progress will be great during the next ten years. It will entail such radical changes in military thinking that we have all too little time to agree upon our aims. Having decided what we

want, we must then give the necessary direction for scientific research, design, trial and experiment, production, distribution and training. And if materials are in short supply or finance is a ruling factor we will have to decide on relative priorities.

What can we expect to have in ten years' time?

### *Operational and in use by 1966:*

Naval ships, including submarines, with nuclear power.

Nuclear warheads for any suitable weapons, certainly down to and including field guns.

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*At a press conference following a recent top-level NATO “paper” exercise, Field Marshal Viscount Montgomery, Deputy Supreme Allied Commander Europe, summed up the views of himself and his colleagues on the outlook for military forces during the next ten years.*

*Excerpts from Lord Montgomery's remarks to the press are presented here as they appeared in a recent issue of The Army, Navy, Air Force Journal, published in Washington, D.C.*

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Strategic missiles fitted with nuclear warheads. The expense and lack of accuracy of ballistic missiles make them unsuitable vehicles for less powerful explosives.

In some weapon systems, guns will have begun to be replaced by missiles and rockets, e.g., anti-tank and anti-aircraft.

Short-range guided missiles, with ranges up to 500 miles, will be available in quantity.

Intermediate-range ballistic missiles, with ranges up to 2,000 miles, will be available and operational—from fixed positions on land and from ships.

Man-made satellites will circle the earth.

Improved submarine detection systems will be available.

### *In the development stage by 1966:*

Inter-continental ballistic missiles, with ranges of up to 5,000 miles or more. These will exist, but will be mainly in the prototype stage. Long-range attack will still be largely dependent on piloted aircraft.

Nuclear-powered aircraft. These will help to solve the logistic problems of

airborne early warning, i.e., we shall be able to get our radar stations up into the air.

I am less hopeful of nuclear power for land vehicles. It is all a matter of priorities.

These scientific advances will have a marked effect on the organization of armed forces.

The development and integration of new weapons will be evolutionary rather than revolutionary. Older weapons will continue to be used alongside the new—oil with nuclear power, guns with missiles, medium-range aircraft with medium-range missiles, and so on. Operational weapons systems developed by some nations, such as the U.S.A. will be in advance of that of other nations. However, all must have these new weapons to a greater or less degree, in accordance with their needs as part of one combined force.

### *Air and missiles for offense:*

The air and missile arm will largely take over the role of providing the offensive punch in nuclear war. Defense against this will be difficult and surprise will be easy to obtain. On the other hand such weapons will give increased power to the strategical defensive in the land battle.

Looking into the far future, the advent of missiles will cause a reduction in the number and importance of piloted aircraft. There will always be a need for efficient strategic air forces to provide flexibility and to locate interior targets in enemy territory. Piloted aircraft will definitely be needed for limited and cold war activities, and for what are known as “police actions”.

As the effectiveness of air defense by missiles increases, so the number of aircraft required for interception tasks will be reduced.

### *Armies need air mobility:*

Armies, having more fire power and primarily a defensive role in unlimited nuclear war, will not be as large in size as we have seen them in past wars. The strategic mobility of important elements must be increased by providing facilities for rapid movement by air.

The close support role of tactical air forces (as we knew it in the late war, and today) will have declined by 50 per cent, being replaced by nuclear weapons in the hands of the land forces.

Navies will have increased mobility, and increased offensive potential. They will be less dependent on shore bases, which can so easily be destroyed.

All these scientific developments will lead to radical changes in military thinking—or should do. We must be sure that we make the right deductions when we peer into the future.

*Weapons outstrip strategy:*

Weapons usually outstrip strategy and tactics; today the gap is wider than ever before. Two points are fundamental:

1. In no nation are the financial, scientific and manpower resources such that the nation can, by itself alone, achieve the state of security and readiness which modern conditions demand. With its allies, and particularly its NATO allies, anything is possible. Joining defence within the Western Alliance

is the answer to most of the financial and industrial problems.

2. It follows that we need, first, a clearer definition than we have today of our long-term strategic posture — and secondly a very genuine and wholehearted scientific give-and-take between the Western Allies all pooling their knowledge and resources.

There is sometimes a tendency to think that missiles will solve all our problems. This is not the case. There are many troublesome problems connected with missiles. Here are a few.

Some of the present-day guided missiles are slow and can be intercepted. Their guidance systems can be jammed, and on this account their accuracy decreases quickly as the range increases. They are not therefore good long range offensive weapons. The ballistic missile is not accurate. Within the next ten years the Intermediate-range missile is likely to have an average error

of at least half to one mile. For real accuracy we will rely on piloted aircraft for many years.

Today we have no defence against ballistic missiles. It will come, but not just yet. We know what we want but it may take the scientist some years to give it to us.

I mention these problems in order to bring our thoughts about missiles down from the clouds above which they will travel. Of course we must also bring our thoughts out of the clouds in many other respects.

Against this general background, we have been trying in this exercise to design the military "blue print" for a period some ten years from now.

We must decide now what we want, and then work gradually towards that goal—keeping in the closest touch with scientific progress and development.

We Service Chiefs can do our part, provided we can get political agreement within the Alliance.

## STETTLER'S STATISTICS — A BUSY SHIP

A BUSY ship—but not necessarily the busiest in the Fleet—HMCS *Stettler*, modernized frigate serving in the Pacific Command, has taken a backward look over three years of her present commission and has come up with some impressive and interesting statistics.

The period covered by the figures was from February 27, 1954, when she began her present commission, until February 27 of this year. The *Stettler's* third anniversary was coincident with her arrival in Singapore in company with HMC Ships *Ontario* and *Jonquiere*. Between then and her arrival home in Esquimalt in early May she has added Hong Kong, Okinawa and Yokohama to the list of distant ports she has visited.

Here is what it takes to keep a frigate active for three years:

*Navigation:*

Steamed 80,111 miles.  
 Visited 40 ports, including Panama (2), San Diego (3), Long Beach (4), San Francisco (5), Pearl Harbour (4), Magdalena Bay, Kealakekua Bay, Hilo, Guam, Manila, Singapore, Bellingham, Portland, Seattle, Prince Rupert, Kitimat (2), Comox, Alert Bay, Louscoone Inlet, Vancouver (4) among others.  
 Fixes taken 5,924.

*Administration:*

Number of Requestmen—892  
 Number of Defaulters—657

Number of men who have served in the ship—1,037.

Number of officers who have served in the ship—78.

*Gunnery:*

Number of shoots — 68  
 Number of 4" shells fired — 778  
 Number of 40mm Bofors fired — 7,464

*Engineerom:*

Barrels of oil consumed — 76,879  
 Tons of water distilled — 9,801

*Electrical:*

Electric light bulbs used — 8,800

*Recreation:*

Won Cock o' the Walk four times times at Bedwell Harbour.

Annual Regatta Trophies 1955:

1. Junior Officers Open Whaler
2. Wardroom Officers Whaler
3. Open Dinghy Sailing
4. Open Whaler
5. Stoker's Whaler.

Annual Regatta Trophies 1956:

1. Dinghy Sailing Race
- Second Canadian Escort Squadron track and field meet, and Second Canadian Escort Squadron swimming meet—first in both of these two events.

*Naval Stores:*

Stores used included 4,700 gallons of paint,  
 7,250 lbs of soap.

*Victualling Stores:*

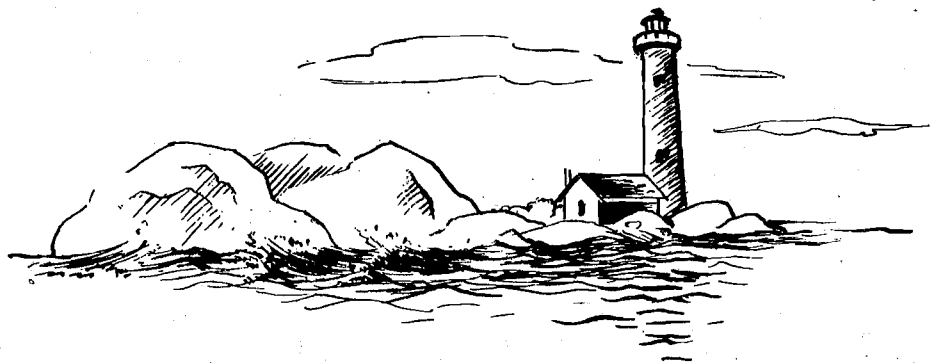
Meals prepared 492,940  
 Loaves of bread consumed 51,796

*Canteen Sales:*

Chocolate bars — 48,350  
 Cokes and other soft drinks — 118,600  
 Cigarettes — 3,995,000

*Ship's Fund:*

\$5,147.30 was spent on charities, amenities and recreation by the ship.





# THE NAVY PLAYS

## Heavy Program for Sailing Squadron

On the West Coast, the Esquimalt Squadron of the Royal Canadian Navy Sailing Association has been active in local competition, in fact one of the most active competitive clubs in the area.

With a membership of about 100, it is headed by Lt.-Cdr. (E) Roy Smith as commodore. His officers are F. Piddington, vice-commodore; Chaplain (P) G. L. Gillard, rear-commodore; Lt. Harold Moist, fleet captain; and F. Rainsford, service boat captain.

The club has drawn up an ambitious schedule for the year, and is now well under way with it. Events include:

May 5—Opening day at club house, Munro Street, Esquimalt, open to all visiting yachts.

May 8—First of Pacific Naval Laboratory trophy series.

May 15—Second of Pacific Naval Laboratory trophy series.

May 18—William Head race for Cole trophy.

May 22 and 29—Third and fourth races, PNL trophy.

June 2—William Head race.

June 5—First race, Royal Channel Island Yacht Club trophy.

June 15-16—Interclub series races.

July 17—Second race, Royal Channel Island Yacht Club trophy.

July 26-28—Eighth annual regatta, open to all Pacific Northwest yachtmen.

July 31—Third race, Channel Island trophy.

August 3—Race from Esquimalt to Port Angeles.

August 7—Fourth race, Channel Island trophy.

August 31-September 2—Labour Day regatta at Maple Bay sponsored by Maple Bay Yacht Club.

September 14-15—Round Robin series.

September 28—Closing day.

## York Regains Baseball Cup

The famous fur-lined cup is back in its familiar place on the refrigerator in York's wardroom.

At the present the fur is missing as the toast which was drunk from the cup lifted the delicate border of fur right off. The cup is emblematic of



Sub-Lt. (W) Joan Hudson of HMCS Scotian shows the men how it's done. An expert in marksmanship Sub-Lt. Hudson regularly gives marksmanship drill to Scotian's sailors. Here she gives advice to AB John Reid while Ord. Sea. Harold Wilson waits his turn. (HS-47722)

baseball honours between York and Star.

The annual York-Star baseball game is over for another year and the score, at the end of 6½ innings, York—20; Star—10.

The game was in Toronto this year and provided lots of excitement and laughs. York dazzled the Hamilton opponents with a formidable pitching staff including Tom Hutchings, old reliable "Slim" Darcy Quinn, and then Bill McMinn went in for the last inning.

However, the game wasn't as one-sided as the score indicates. Star had one bad inning or, perhaps, York had

one good inning, but either way Star fought a game uphill battle.

## Queen's Curlers Capture Trophy

HMCS Queen curlers have won the coveted Heck Jones Memorial Trophy, up for service competition in Regina each year. The Navy, Army and RCMP had teams competing and each game was a real thriller.

Rear-Admiral K. F. Adams, Flag Officer Naval Divisions presented the trophy during his inspection of Queen.

The wrens, too, have been busy in sports at Queen. Recently a sports

competition was held at *Queen* against HMCS *Unicorn* wrens. This was a competition in shooting, volleyball, badminton, basketball and bowling.

It was the second meeting of the year, between the girls, the first having been held in Saskatoon. The teams gained a split in the competitions, so the groundwork is laid for a spirited rubber match next year.

A full scale badminton tournament will soon be held at *Queen*. A full schedule of events is planned including men's and women's singles, doubles and mixed doubles.

### **Navy Curlers Hold National Bonspiel**

Scottish tams and wool sweaters replaced navy caps and jackets when naval curlers from the Maritimes and eastern Canada met in Hamilton, Ontario, for the first national Bonspiel of the Royal Canadian Naval Curling Association.

Keen competition and a high standard of play resulted and all ranks and rates vied for honours in the two day event.

Ordnance Commodore W. G. Ross, RCN Curling Club, Ottawa, was head of the host committee and made the arrangements. Competing rinks were from RCN curling clubs at Naval Headquarters, HMC Ships *Gloucester*, *Shearwater*, *Stadacona*, *Hochelaga*, *Star-*



Five Cornwallis markswomen, who called their rifle team the "Firecrackers" and then proved the title was merited are shown with their trophies. The team trophy for high score in weekly '22 competitions was awarded at a tea in the Cornwallis Chief and POs' Mess to (left to right) Mrs. J. Chekan, Mrs. J. Magill, Mrs. W. A. Clements, Mrs. I. M. McKellar and Mrs. W. Thompson. Mrs. Clements also scored top individual honours in each of the two 11-week competitions. (DB-8717)

*Patriot* and *Prevost*. In all, a total of 16 rinks took to the ice for the 'Spiel.

After the traditional march around the ice, led by a piper, Rear-Admiral H. N. Lay, president of the RCN Curling

Association, threw the first rock to officially open play.

Top prize for "A" division was the Westinghouse Trophy donated by Canadian Westinghouse Ltd. Other prizes included the Commodore Ross Trophy for "B" division, the RCN Curling Association prizes for "C" division and the President's Prizes for "D" division.

A round-robin draw the first day determined in which divisions the rinks would compete. Pre-tournament favourite was *Gloucester's* rink, skipped by Ord. Sea. John Fraser. The young Saskatoon curler and two of his team mates had been runners up in the Saskatchewan Schoolboys' Bonspiel in 1951.

The opening draw saw Fraser's rink pitted against an Ottawa rink skipped by Admiral Lay. Playing coolly and confidently, the ordinary seamen and their second, CPO Jim Williams, handed the Admiral's rink a decisive defeat. Later in the day, however, Fraser's rink was upset by Lt. A. T. (Bert) Levy's quartet of *Stadacona*, knocking it out of "A" division.

In "A" division competition narrowed to a struggle between the *Star-Patriot* rink skipped by CPO D. H. Nelson and the *Stadacona* four skipped by Lt. Levy. The latter rink had arrived in Hamilton after completing a 1,500-mile non-stop automobile drive from Halifax in slightly over 24 hours! Nelson topped



The Westinghouse Trophy, to be awarded annually to the top rink at RCNCA national bonspiels, is presented to Rear-Admiral H. N. Lay, president of the Association, by G. L. Wilcox, president of the Canadian Westinghouse Company, Ltd. In presenting the trophy to the naval curlers, Mr. Wilcox stressed the friendly association which has existed between his company and the navy over a period of many years. (COND-4154)

Levy's rink in the first draw 11-7, but later Levy's curlers were unbeatable and his rink went to capture "A" division honours and the Westinghouse Trophy.

"B" division play saw Ord, Sea, Fraser's rink come up with some of the finest curling of the Bonspiel, and they finished the day undefeated, and winners of the Commodore Ross Trophy No. 2 rink from *Shearwater* took top honours in "C" division, and an Ottawa rink skipped by Commodore Ross won "D" division.

The RCN Curling Association proposes to make the Bonspiel an annual event, holding the meet in different cities each year. The Association also hopes to include many more naval curling clubs in future 'Spiels.

### **Wives Take Up Rifle Shooting**

The wives of naval personnel at HMCS *Cornwallis* have organized a Ladies' '22 Rifle Club, composed of six teams of six members each.

To date the club has completed two 11-week competitions and the top individual honours for both competitions went to Mrs. W. A. Clements for a 92.5 average. For her marksmanship Mrs. Clements was awarded the High Individual Aggregate Trophy, which was donated to the club by the Chief and Petty Officers' Mess.

The High Ladies' Team Trophy, which was donated by the wardroom was presented to the "Firecrackers" team. The Firecrackers consist of Mrs. W. A. Clements, Mrs. I. M. McKellar, Mrs. J. Magill, Mrs. W. Thompson and Mrs. J. Chekan.

Captain M. J. A. T. Jette, command-officer, made the presentations at a tea which was held in the Chief and Petty Officers' Mess.

### **Gloucester Keen At Winter Sports**

The winter season at HMCS *Gloucester* saw the main interest in sport centred on hockey and curling, although the ship's company also took part in many other activities.

The senior hockey team captured a playoff berth on the Ottawa National Defence League, but they lost to Army in a hard-fought, best-of-three semi-finals.

In curling, six rinks joined a club in the adjacent village of Metcalfe, and from these came the trophy-winning team that competed in the tri-service bonspiel at Kingston, Ont., where they won the Seagram Prize in the second event. Later, the same team captured the Commodore Ross Trophy at the First Annual RCN Curling Bonspiel at Hamilton, Ont.



Brigadier General Robert M. Stillman, Commandant of Cadets U.S. Air Force Academy, Denver, Colorado, inspected a plaque presented to the Cadet Wing by the Canadian Services College, Royal Roads, to commemorate the visit to the Canadian school by the academy superintendent, his staff, and the academy basketball team. Cadet Technical Sergeant Laurence Thomson (right), who was a member of the basketball team, accepted the plaque on behalf of the Air Force Cadet Wing. USAF cadets won the game.

### **Nine-Year Jinx Broken by York**

It took a lot of time, patience, and plain ordinary sweat. But York officers did it.

They won the Toronto Garrison Officers' Indoor Baseball trophy for the first time in nine years.

The team won the championship by taking three straight in the playoffs. They topped the Signal Corps 7-8; took the Irish 5-4; then wound up with a 7-4 win over Toronto Scottish.

The trophy was presented to Lt. Geoff Robinson after the Toronto Scottish game.

### **Cornwallis Wrens Active in Sports**

*Cornwallis* wrens have been very active in sports recently and played several hard-fought games of basketball with the Yarmouth YWCA team both at *Cornwallis* and Yarmouth.

*Cornwallis* triumphed in a tabloid of sports, after losing a swimming meet to the visiting *Stadacona* wrens, they outscored them in volleyball and basketball.

The following weekend they relinquished their position when they lost at *Stadacona* in a swimming meet and a bowling tournament.

However both weekends showed the keen competitive spirit of the wrens.

## **RN MIDSHIPMEN END SEA SERVICE**

A tradition of nearly 300 years came to an end on May 1 when midshipmen on the General List of the Royal Navy all ceased to serve in the Fleet at sea, and their gunrooms were freed for other uses.

Under the terms of the Royal Navy's "New Officer Structure" plan announced in January, 1956, the early training of General List officers is reorganized in such a way as to ensure that when they first go to sea with the Fleet they possess not only a thorough grounding of general naval knowledge but also a large measure of professional knowledge, so that they can obtain the fullest advantage from their practical experience at sea and are capable of acting at once as efficient and intelligent understudies to ships' officers. Young officers will not now join the Fleet from Dartmouth until the age of 20 or 21, when they will be promoted to the rank of acting sub-lieutenant.

Cadets entering the Royal Naval College, Dartmouth, in May are the first to join on a single General List and will not be allocated to the Seaman, Supply or Engineering specializations until they have been in the service for 12 months. The scheme of training is divided into three phases:—

Phase I: Two terms on shore, during which all cadets will undergo a common training of a primarily academic nature.

Phase II: One term, during which all cadets will receive practical sea training in ships of the Dartmouth Squadron, and experience at a naval air station.

Phase III: Four terms on shore, with cruises in the Dartmouth Squadron, grounding in basic naval professional subjects.

At the beginning of Phase III, Cadets will be promoted to midshipmen and will then be allocated to specializations according to personal preferences and aptitudes, and the requirements of the Service. Selection of those wishing to become Fleet Air Arm pilots will be made towards the end of the Dartmouth training.

Cadets admitted under the earlier scheme spent a considerable part of their time at Dartmouth in general school education, then went to sea before taking professional courses. Thus the new course provides basic technical and professional instructions before service at sea with the Fleet instead of after it.—Admiralty Press Release



# OFFICER'S AN OFFICER BUT WHAT'S A GENTLEMAN?

THAT THE OFFICERS were gallant, often to the point of lunacy, is incontrovertible; whether or not they were gentlemen depends on your definition of the word. E. S. Turner takes up this subject in the introduction to "Gallant Gentlemen" where he reports that an attempt was made in Parliament (at Westminster) to change "that section of the Army Act which prescribes penalties for 'conduct unbecoming the character of an officer and gentleman'. The last three words, they said, should be deleted. One logician argued that, since there is no legal definition of gentleman, "an officer ought not to be punished for failing to behave like one." The text of the book makes it clear (though it does not say so explicitly) that until 1914 the army was in no doubt of the definition—a gentleman was a male member of the land-owning class. Since then the problem has become more complicated, and the Army Act may someday have to define the word.

Also in the introduction he makes an aside to say: "Perhaps in due time, the foiled logicians will tackle the magnificent phrase in the Royal Navy's Articles of War which forbids 'any scandalous conduct in derogation of God's honour and corruption of good manners'. Lawyers may be hard put to say what it means but the Royal Navy has never been in doubt". He is evidently unaware that Canadian logicians have already tackled it, and that by the Tri-Service Code of Discipline, the Royal Canadian Navy has lost this part of its heritage.

Going beyond the introductions, the book concentrates on the army, stepping aside from time to time to look into the naval situation, and the last two chapters are devoted to the Royal Air Force and the women's services respectively. This is reasonable, because the army's is a more complex story than the navy's, owing to the independence of colonels in administrative matters in the old days, and the vagaries of the system whereby army officers used to purchase their commissions.

To quote the introduction again: "This book sets out to present a portrait, 'warts and all' of the British officer". In the early chapters the reader gets the impression that there is an undue proportion of warts. This may not be the author's fault, but simply because

the more sensational anecdotes are the better remembered and more often reprinted, and so more available to the modern author. However, this impression is heightened by the selection of the illustrations: they are all caricatures of one sort or another, from Sir John Falstaff saying "If I be not ashamed of my soldiers, I am a soused gurnet" down to the charcoal drawing of a beautiful "Woman cadet officer (from an official brochure)".



## BOOKS for the SAILOR

The passages on the Royal Navy are brief and lack detail, but this treatment is acceptable because, with the Admiralty exercising more supervision than the Horseguards and the fact that the naval officer had to know his business to avoid court martial or shipwreck, the story is much simpler. These naval passages are useful for comparison with the military ones, but are not adequate for a study of the social history of the naval officer; however, there are good books on the subject.

Two such books are *England's Sea Officers*, by Michael Lewis, published by George Allan and Unwin Ltd., London, in 1939, and *Up Funnel, Down Screw*, by Geoffrey Penn, published by Hallis and Canter, London, in 1955.

Mr. Turner has a pungent and readable style, but in the narrow compass of 333 pages (including the introduction and a good index) it is not possible to cover such a big subject in detail. It is to be hoped that the reader will be encouraged to go on to the books cited in the author's foot-notes—would that the citations were fuller. Let us also hope that some reader may be encouraged to take the subject up in more detail and write a book about three times the size of this one, with documentation and bibliography. It might not be as readable or entertaining as Mr. Turner's, but it would be fascinating and useful.—Ph. Ch.

"Gallant Gentlemen; A Portrait of the British Officer 1600-1956," by E. S. Turner; Toronto, William Collins, 1956, \$3.75.

### WEDDINGS

Sub-Lieutenant (S) Frederick Gordon Clark, *Stadacona*, to Miss Joyce Hazel McConnell, of Toronto.

Leading Seaman Robert Edward Cummings, *Naden*, to Miss Jeannette Ruth Smy, of Esquimalt, B.C.

Sub-Lieutenant (S) Raymond McLeod Sutherland, *Nonsuch*, to Miss Margaret Carol Wilson, of Montreal.

Lieutenant (P) J. Weldon Paton, *Montcalm*, to Miss Ina Dolly Hesky, of Toronto.

Lieutenant (E) Donald Hugh Smith, *York*, to Miss Norma Margaret Edgar, of Toronto and Midland.

Able Seaman David Strawbridge, *Naden*, to Miss Nora Elizabeth Ross, Victoria.

### BIRTHS

To Lieutenant (C) R. F. Gladman, *Cornwallis*, and Mrs. Gladman, a daughter.

To Able Seaman E. T. O'Donnell, *Naden*, and Mrs. O'Donnell, a daughter.

# 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.

ADAMS, Lloyd W.....LSED3  
 AKERS, Donald F.....LSEM1  
 ALLAN, Edward R.....P2CS3  
 ARMSTRONG, George E.....P1RT4  
 ARMSTRONG, William W.....LSRN3  
 ATKINSON, Leonard W.....P1RA4

BABCOCK, Lawrence J.....LSRT3  
 BAKER, William S.....P2CS3  
 BANKS, Edward J.....LSLR2  
 BARRY, Peter A.....LSSW1  
 BARTLETT, Gerald J.....LSLR1  
 BAUER, William H.....P1EM4  
 BEALES, Leonard A.....P1RT4  
 BEAUDIN, Rene J.....LSQR1  
 BEAUDOIN, Yves J.....LSQR1  
 BERTRAND, Leo R.....LSAA1  
 BOORMAN, Raymond.....P2QM3  
 BRADSTOCK, Robert W.....C2ET4  
 BRINN, Earl A.....LSRP2  
 BROOKS, Delmer C.....P2OM3  
 BURKE, George W.....P2CS3  
 BURTCH, Edward L.....LSRP1  
 BUTLER, Finlay J.....P1RC3

CAIE, Donald J.....LSQM1  
 CAIN, Clarence W.....LSEM1

CALVERT, Ronald A.....LSCR1  
 CAMPBELL, Gordon A.....P2ED3  
 CAMPBELL-HOPE, Alden.....P2TD2  
 CAMPBELL, Wesley R.....LSAF2  
 CARLSON, David W.....LSEM1  
 CARR, Douglas J.....P1EM4  
 CARSON, Robert G.....LSTD1  
 CARTER, Lewis O.....P2RW3  
 CASSEY, Henry G.....P2EM2  
 CHRISTIE, Nugent S.....P2CS3  
 CIRTWELL, Donald H.....LSEM1  
 CLAYTON, James.....LSCR2  
 COBURN, Edward G.....LSQM1  
 COCHRANE, Paul R.....P2RD3  
 COGHILL, Ronald B.....LSEM1  
 COLETTI, James L.....LSRP1  
 COOK, Robert M.....P2AF2  
 CORBETT, Theodore J.....C2RT4  
 CORDINER, John J.....LSAM2  
 CRIBB, John J.....P1EA4  
 CROCKET, Harold C.....P2RP2  
 CURRIE, Clarence A.....LSRP1

DALSIN, Clifford J.....P2TD2  
 DARLING, Gilbert T.....P2EA3  
 DAWSON, Alexander R.....P1EM4  
 DAY, George W.....LSTD2  
 DENNISON, Norman E.....P1RT4  
 DICK, Robert C.....P2EM2  
 DICKSON, Robert R.....P1ER4  
 DORMUTH, John.....P2AF3  
 DOUCET, Theodore J.....LSQM2  
 DOUGHERTY, Wayne A.....LSQR1  
 DURING, Vincent.....C1ET4

DYSON, George L.....LSEM1  
 EGAN, Gerald N.....LSEM1  
 ELDRIDGE, Ronald S.....LSEM1

FENWICK, Ronald E.....C1RT4  
 FIRLOTTE, David R.....LSQM1  
 FORSYTH, James W.....P1RT4  
 FOX, Francis J.....LSPW1  
 FYFE, John K.....C2EA4  
 FYKE, Harold L.....LSQM1

GAINOR, Robert J.....LSAA1  
 GATES, George C.....LSRN3  
 GERMA, Lloyd K.....P1ER4  
 GIBSON, Robert A.....LSTD2  
 GILMORE, Thomas R.....LSRW3  
 GLASS, Vernon C.....LSEM1  
 GODDEN, Robert C.....LSCR1  
 GOODWIN, James E.....LSCK1  
 GOODWIN, Willard N.....C2EM4  
 GOSSE, Walter A.....P1EM4  
 GRAHAM, Keith M.....LSAM2  
 GRAHAM, Thomas H.....C2RT4  
 GRIMSHAW, Ernest W.....P2CS3  
 GUTHRIE, Thomas F.....LSAR1

HAIRE, Frederick A.....LSEM1  
 HALL, Reginald K.....P2AF2  
 HAMMOND, Elroy C.....P2EF3  
 HANNAH, Allan G.....P2RS3  
 HARRIS, Ephraim R.....LSMA2  
 HARRIS, Gordon A.....P2EG3  
 HAWKHURST, Murray A.....LSEF3



Three little charmers who attended the children's party held on board the Ontario at Manila during the recent Far East cruise are shown here with their sailor hosts, AB Lawrence Sawchuk, CPO Alexander Brown and AB William L. Cartwright. (OT-3155)

HAYCOCK, Reginald J.....PIRT4  
HEARD, George F.....LSRP1  
HENDERSON, Fred R.....C1EA4  
HEPPEL, Edward A.....LSEM1  
HILL, John W.....LSTD1  
HODGINS, James B.....LSQM1  
HODGINS, William A.....P1ER4  
HOOD, Donald F.....PIEM4  
HUTCHINSON, Lorne K.....LSEM1

IRVINE, Kenneth G.....LSAA1  
IVES, Richard T.....P2ED3

JAMES, Henry.....C1ET4  
JOHNSON, Ross L.....P2EA3

KUHN, Leo J.....LSSW1

LADEROUTE, Gerald G.....LSRP1  
LAMB, Donald G.....P1EM4  
LANE, Hugh G.....P2CS3  
LAVERTY, George.....P2AO2  
LECLAIR, Raymond J.....LSAA1  
LINDSAY, John F.....P1EM4  
LLOYD, Matthew W.....LSRP2  
LOFTHOUSE, Wayne L.....LSEM1  
LOGAN, Donald K.....P2ED3  
LOWE, Michael J.....LSOM2

MacCORMACK, John B.....P1EA4  
MacDONALD, Hector.....P1ET4  
MacFARLANE, George E.....P2CS3  
MacKIN, William A.....P1EM4  
MacKINNON, Raymond J.....P2EM2  
MacLAUGHLIN, Thomas A.....P2EF3  
MacNUTT, Gerald E.....P2CS3  
MacPHAIL, Parker G.....P1RA4  
McGALLIARD, George H.....LSRA2  
McINTOSH, Charles G.....LSEM1  
McKELVIE, William D.....LSTD2  
McTEAR, Robert J.....LSQR1  
MACKIE, Edward J.....LSCV1  
MARCIL, Germain J.....LSQM2  
MARSH, John M.....LSEM1  
MARTEN, Philip C.....LSEM1  
MARTIN, Glenn.....LSTD1  
MAXHELEAU, David J.....LSRP1  
MAZIAK, Donald H.....LSAF2  
MILLER, Robert C.....P1ET4  
MITCHELL, Earl C.....PIRT4  
MOORE, David A.....LSEM1  
MOUNTAIN, Ronald R.....P1ER4  
MUELLER, Karl J.....LSRP1  
MUNROE, Glenn M.....P1RA4  
MUSGROVE, Charles D.....LSAA1

NEIL, Raymond E.....LSQR1  
NEMETH, Alex S.....P2EA3  
NEWHOOK, Delmer E.....P1ET4  
NICOLL, Alfred J.....LSTD1  
NOEL, Paul G.....LSQR1  
NORMAN, Jack S.....P1RA4

O'NEILL, Thomas F.....LSLR1

PARKER, Kenneth P.....LSEF3  
PAYNE, Harold B.....P2RN3  
PHILLIPS, Donald I.....LSRP1  
PINARD, Bertrand J.....P2TD2  
PIRT, Bruce H.....P2CS3  
PLANTE, Paul-Eugene J.....LSQR1  
POIRIER, Benjamin J.....LSQM1  
PORTER, Charles T.....P2AC2  
POWER, John P.....P1EM4  
PUCHYR, John.....LSAW2

REYNOLDS, Kenneth L.....LSAA2  
RICHARDSON, Ronald M.....LSEM1  
RIGG, William M.....P1ER4  
RIMMER, Reginald B.....C1RT4  
RIVARD, Joseph O.....LSAA1  
ROBERTSON, Robert B.....LSNS2  
ROSE, Clyde C.....LSEM1

SCOTT, Douglas G.....LSCK2  
SELLARS, William H.....P2EM2  
SHAW, Gerald A.....P2QR3  
SHAW, Melbourne I.....P2RS3  
SHERLOCK, Derek R.....P1ER4  
SHIELDS, William E.....LSAR1  
SMITH, Donald B.....P2EG3  
SMITH, Frederick M.....P1ER4  
SMITH, Peter H.....P2AC2  
SMITH, Robert T.....P2CS3  
SMITH, Wellwood S.....P1ET4  
SMYTH, William G.....C1RT4  
SPECHT, Hugo W.....LSEM1  
STARRETT, Jack F.....LSRP2  
STEWART, Vernon F.....LSRP1  
STOREY, Lorne W.....P1RA4  
STRETTON, Shirley M.....WLWP1

TAIT, William M.....P2RN3  
TAKOFF, Jane C.....WLCY2  
THOMSON, James V.....LSQM1  
TRICKETT, Gordon R.....C1RT4

VALES, Ctirad.....P2RS3  
VIGAR, Ralph C.....LSAA1  
VIGNEAULT, Real J.....LSTD1  
VILNESS, Robert.....LSTD2

WAGG, Donald L.....LSRP2  
WALKER, Albert S.....P1RA4  
WATERS, Thomas F.....LSTD2  
WEBSTER, William A.....P1ET4  
WILKES, James C.....C2RT4  
WILLIAMS, William R.....C2ET4  
WORKMAN, James W.....LSTD1  
WYMAN, Robert W.....P2EM2  
WYNNYK, Jaroslaw.....LSAM2

YOUNG, John E.....P2EG3

## LETTERS TO EDITOR

Dear Sir:

Reading your article in the February issue of *The Crowsnest* on Naval Veterans' Associations in Canada, I think it was a fine and timely article.

We would like to see more ex-naval veterans keeping in touch with their old unit by belonging to one of the many naval veterans' associations across Canada. In fact, it is in the interest of all naval veterans to do so.

We of the White Ensign Branch here in Halifax would certainly like to see more of the Navy and Merchant Navy veterans coming into our branch, as we are keeping our membership 100 per cent Navy or Merchant Navy.

As you can see we are a branch of the Canadian Legion which as you know is the greatest veterans' organization in Canada.

We have two smokers a year, one celebrating Zeebrugge, which we held

on Wed. April 24 last. A very good time was had by all.

The second smoker is held as near Trafalgar Day as possible, and we would like to see more of our old ship-mates attend these smokers.

Yours very truly,

J. E. MOBLEY,  
Secretary-Treasurer.

6 Mountain Rd.,  
Armdale,  
Halifax, N.S.

Dear Sir:

We have a petty officer in this office who holds a complete set of all *Crowsnest* editions published with the exception of Vol. 1 No. 1 which was issued in November, 1948.

Local enquiries to Naval Distributing Authority, Staff Officer, (Information), and also a request placed in the *Naden Lookout* has not produced any results.

Petty Officer Roberge states that he is willing to pay the sum of \$1.00, if required, for this issue of the *The Crowsnest*.

Yours truly,

A. N. WITWICKI  
PIAW3

Command Supply Office,  
HMC Dockyard,  
Esquimalt, B.C.

Dear Sir:

May I point out that The Main Brace Naval Veterans' Association of Canada was formed in November 1945 by E. R. MacDonald, in Saint John, N.B. Approximately a year later the second branch of our organization was formed in Moncton, N.B. As time went by various other Main Brace Branches have been organized. Namely Dalhousie, Campbellton, Bathurst, all in New Brunswick. We also have a branch in Truro, N.S., and our latest can be found in Charlottetown, PEI.

I have been a constant reader of *The Crowsnest* and believe me enjoy it very much.

Should you print this letter in your paper I would like very much to say hello to any of the crew from the *Quesnel* or *Lauzon* in which I served. On seeing my signature it may not ring a bell. However, the name "Whiskers" should be familiar to them.

Sincerely yours,

P. E. WALSH,  
National President

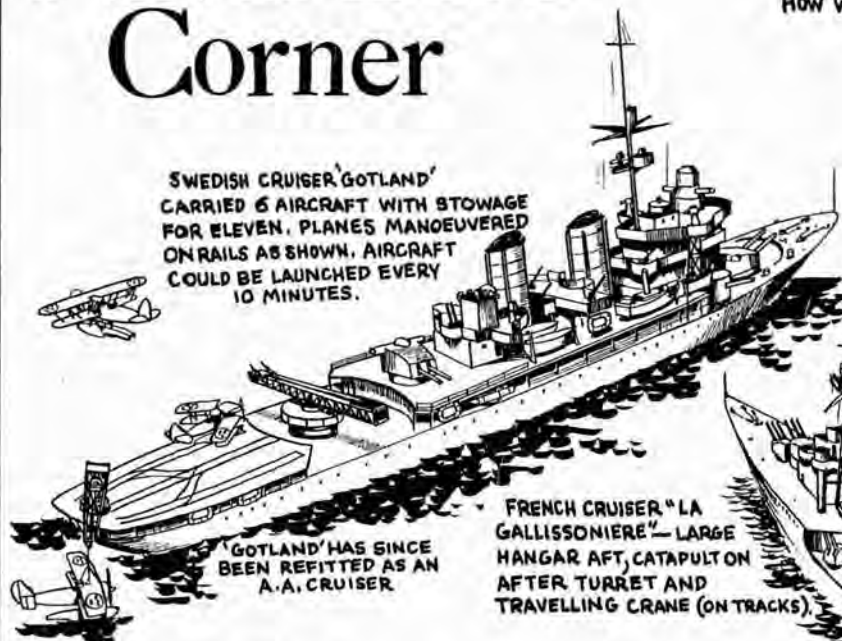
13 Dock Street,  
Saint John, N.B.  
April 16th, 1957.



# Naval Lore Corner

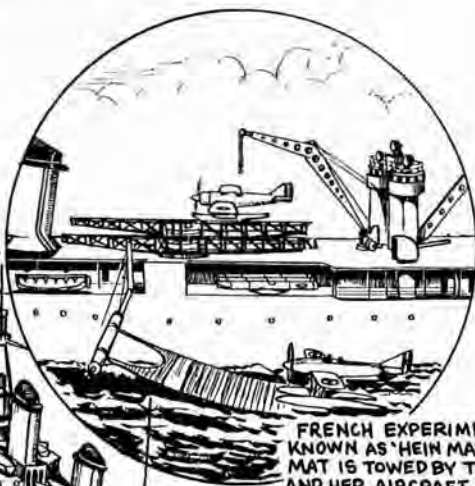
Number 47  
HOW WARSHIPS CARRIED THEIR AIRCRAFT.

SWEDISH CRUISER 'GOTLAND'  
CARRIED 6 AIRCRAFT WITH STOWAGE  
FOR ELEVEN. PLANES MANOEUVURED  
ON RAILS AS SHOWN. AIRCRAFT  
COULD BE LAUNCHED EVERY  
10 MINUTES.

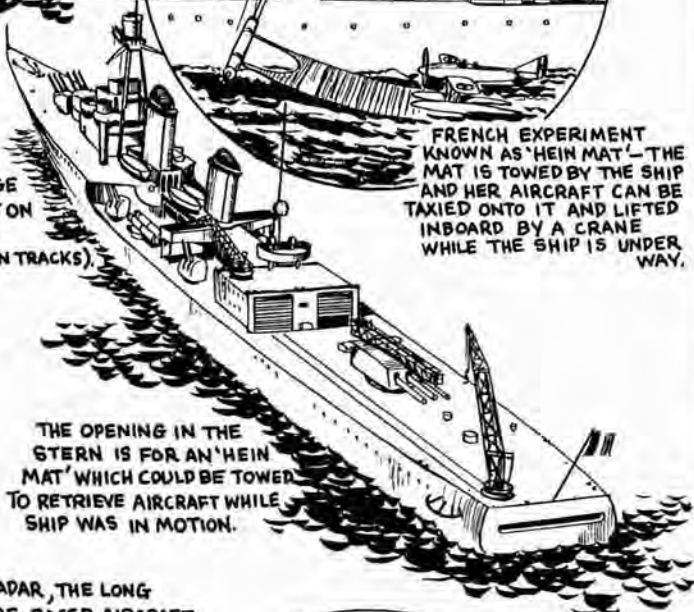


'GOTLAND' HAS SINCE  
BEEN REFITTED AS AN  
A.A. CRUISER

FRENCH CRUISER 'LA  
GALLISSONNIERE'—LARGE  
HANGAR AFT, CATAPULT ON  
AFTER TURRET AND  
TRAVELLING CRANE (ON TRACKS).

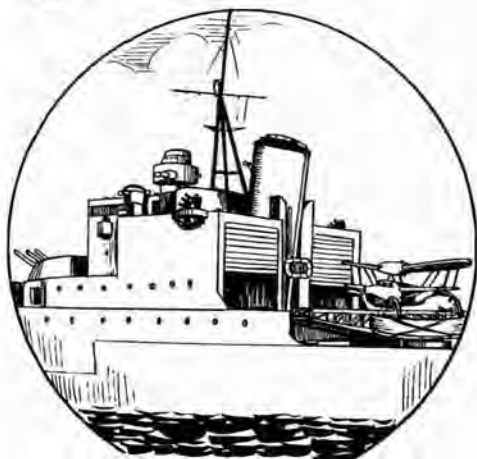


FRENCH EXPERIMENT  
KNOWN AS 'HEIN MAT'—THE  
MAT IS TOWED BY THE SHIP  
AND HER AIRCRAFT CAN BE  
TAXIED ONTO IT AND LIFTED  
INBOARD BY A CRANE  
WHILE THE SHIP IS UNDER  
WAY.

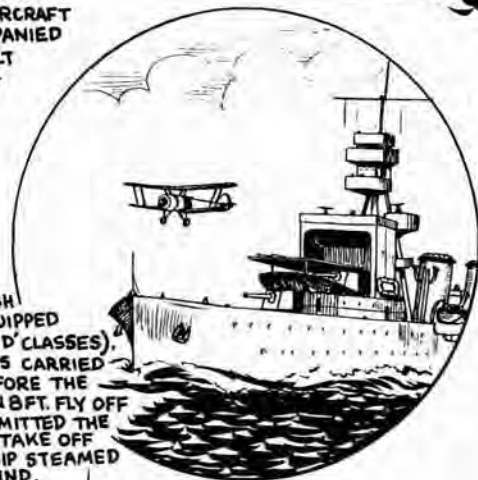


THE OPENING IN THE  
STERN IS FOR AN 'HEIN  
MAT' WHICH COULD BE TOWED  
TO RETRIEVE AIRCRAFT WHILE  
SHIP WAS IN MOTION.

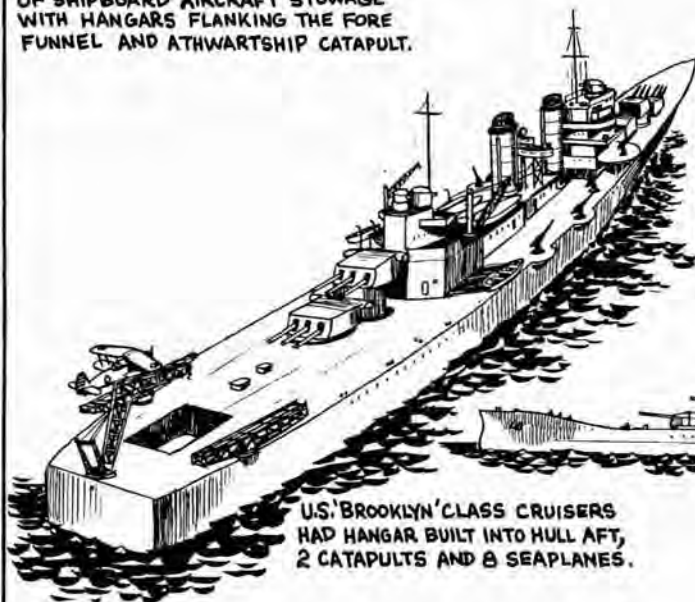
WITH MODERN RADAR, THE LONG  
RANGES OF SHORE-BASED AIRCRAFT  
AND TASK GROUPS ACCOMPANIED  
BY CARRIERS, THE CATAPULT  
SEAPLANE IS NOW A THING  
OF THE PAST.



BRITISH CRUISER SHOWING METHOD  
OF SHIPBOARD AIRCRAFT STOWAGE  
WITH HANGARS FLANKING THE FORE  
FUNNEL AND ATHWARTSHIP CATAPULT.



EARLY BRITISH  
AIRCRAFT-EQUIPPED  
CRUISER ('C', 'E', 'D' CLASSES).  
ONE PLANE WAS CARRIED  
IN HANGAR BEFORE THE  
BRIDGE AND AN 8 FT. FLY OFF  
PLATFORM PERMITTED THE  
AIRCRAFT TO TAKE OFF  
WHILE THE SHIP STEAMED  
INTO THE WIND.



U.S. 'BROOKLYN' CLASS CRUISERS  
HAD HANGAR BUILT INTO HULL AFT,  
2 CATAPULTS AND 8 SEAPLANES.



JAPANESE CRUISER 'TSUSHIMA' CLASS  
(9000 TONS)...CARRIED 11 TO 13 AIRCRAFT  
IN HANGAR IN STERN WITH 2 CATAPULTS.

