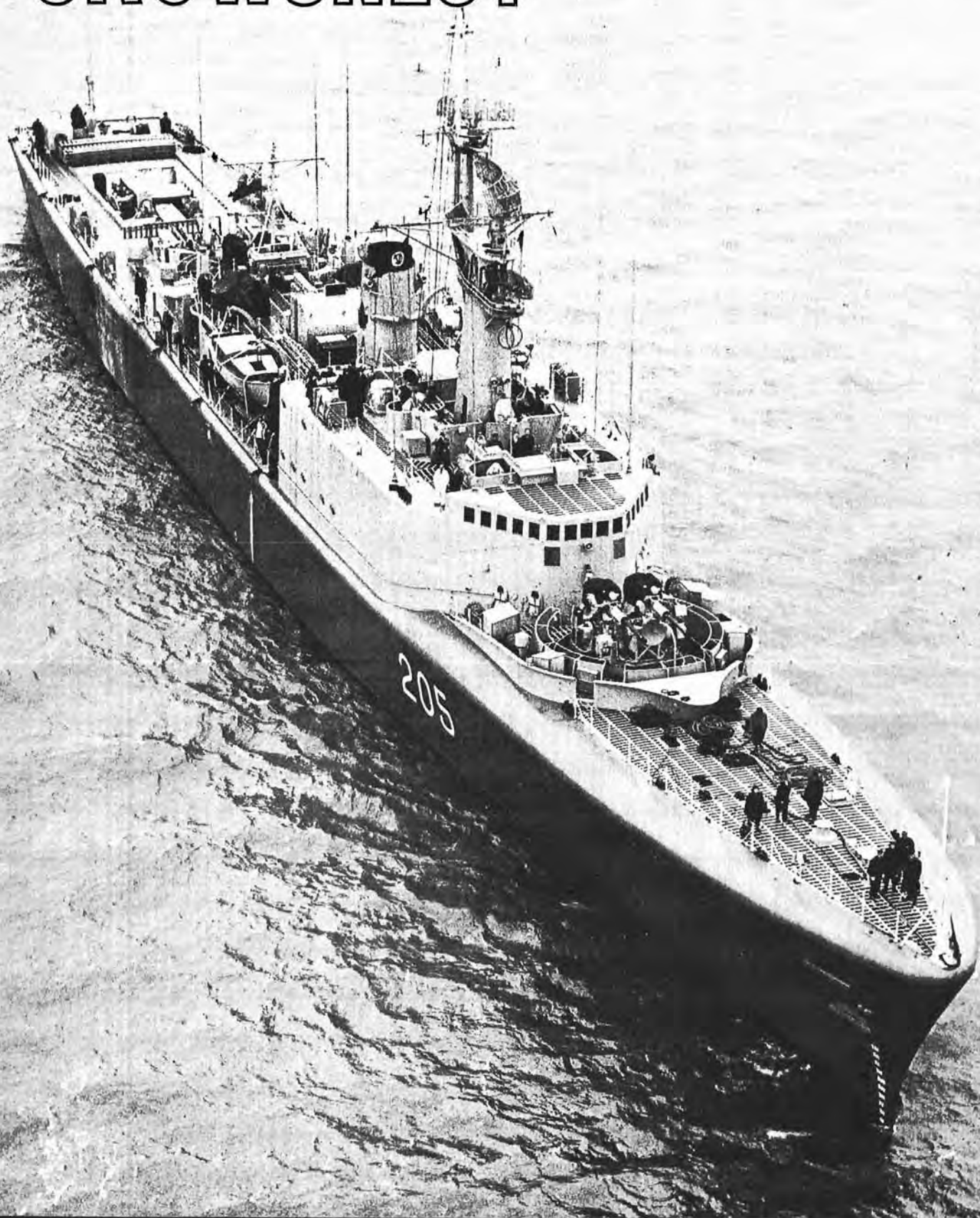
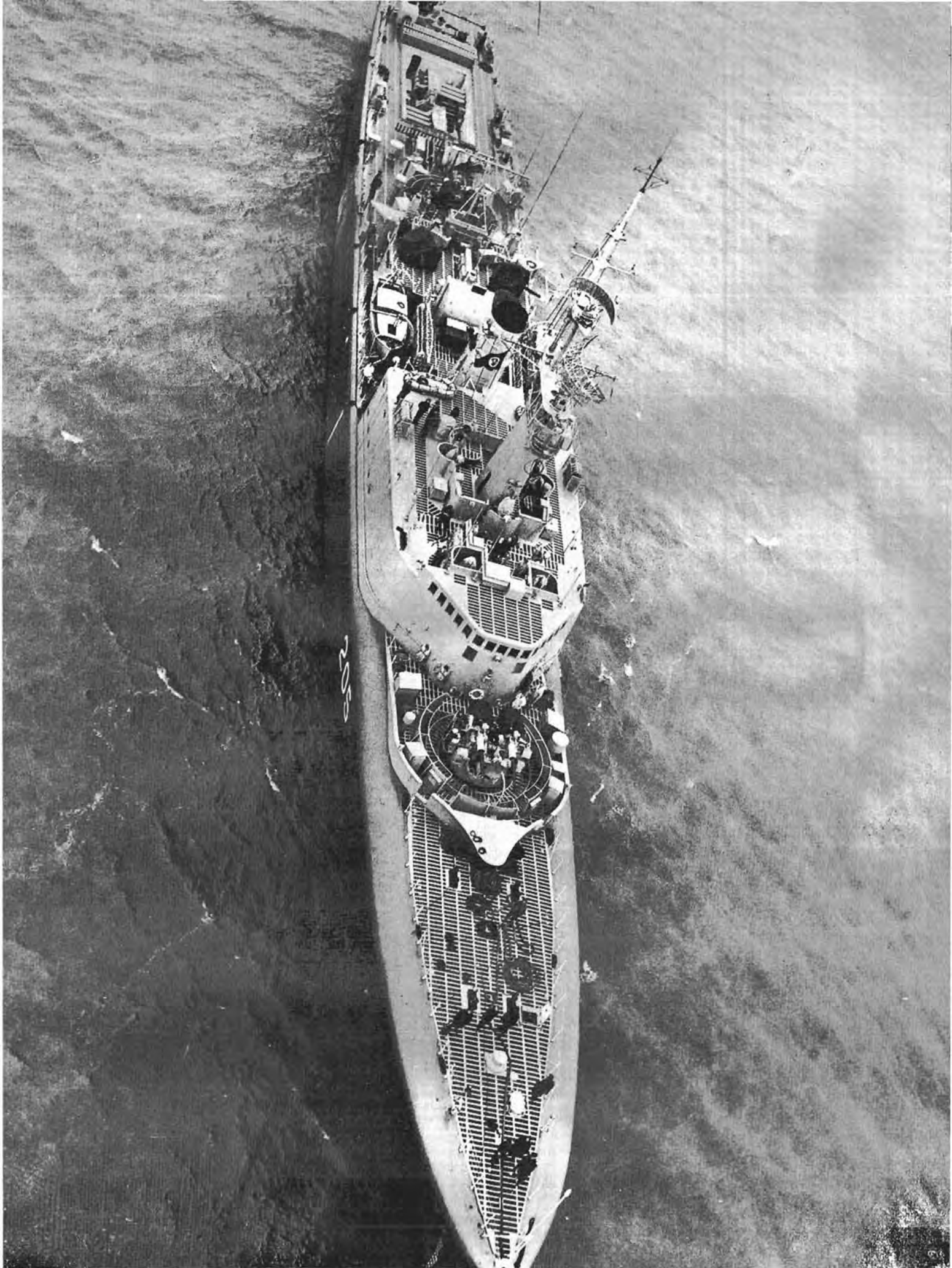


The CROWSNEST



Vol. 8, No. 1

November, 1955



The CROWSNEST

Vol. 8 No. 1

THE ROYAL CANADIAN NAVY'S MAGAZINE

NOVEMBER, 1955

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The Cover—To get the picture which appears on this month's cover and the photo on the opposite page, PO D. M. Stitt flew over the St. Lawrence River in a helicopter piloted by Lt.-Cdr. J. H. Beeman. Taken nearly two weeks before the commissioning, the picture shows the *St. Laurent* flying the Canadian Vickers house flag. (ML-3648)

LADY OF THE MONTH

The space on the opposite page is usually reserved for a ship with a record of accomplishment. However, such is not the case on this occasion.

The "lady" subjected to aerial scrutiny in this photograph is at the very beginning of her career, which has begun with the prayer that the very presence of her and her kind at sea will make any nation thinking of launching submarine warfare think again—and desist.

This is much the view which welcomes on the Angus Macdonald bridge in Halifax will have of HMCS *St. Laurent* as she passes up harbour to the Dockyard.

Her design, of Canadian origin, is unique among the warships of the world. She is, in fact, the most fully up-to-date anti-submarine ship on the face of the ocean.

Her smooth lines and uncluttered superstructure are intended to forestall ice formation during the North Atlantic winter and to assure that she can be quickly cleansed of chemical or radioactive contamination if ever she should be confronted by such weapons.

A superb ship has been added to the Royal Canadian Navy. The rest is up to the officers and men who sail her. Canada and the Navy wish her and them well. (ML-3642)

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

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A spectacular fireworks display by ships of the Great Lakes training fleet was part of the observance of the 200th anniversary of the White Ensign on the Lakes.

Navy Week '55 Doubly Significant

The observance of Navy Week across Canada this year was given an unusual significance this year in that it began on the 150th anniversary of the Battle of Trafalgar, October 21, and ended on October 29, the day of the commissioning of Canada's new anti-submarine warship, the destroyer escort *St. Laurent*.

Navy Week is sponsored annually by the Navy League of Canada to impress upon Canadians the importance of the Navy and the Merchant Service in peace and war.

This year's Navy Week also marked the 60th anniversary of the founding of the Navy League and drew attention to the League's more than half a century of association with the Sea Cadet movement.

Special ceremonies were held in RCN ships and establishments to honour Admiral Nelson's memory. Sea Cadets participated in church parades, "open house" in their training quarters and in other special events.

Naval Veterans Lost in Hurricane

Two Canadian newspapermen, veterans of the navy in the Second World War are presumed to have lost their lives while on assignment for the *Toronto Star* in a hurricane-hunting U.S. Navy Neptune patrol plane.

The aircraft, carrying 11 persons, failed to return September 26 from a scouting flight into a 110-mile-an-hour storm which claimed more than 200

lives in the Caribbean's Windward Islands. Days of searching revealed no traces of plane or occupants.

Alfred O. Tate, Lieutenant-Commander (SB) RCN(R) (Ret'd), was riding herd on Hurricane Janet for his newspaper along with photographer Douglas Cronk, an RCNVR signalman from 1941 to 1945.

During the Second World War, Lt.-Cdr. Tate served in Canada, Newfoundland and overseas as an information officer, holding down photographic as well as writing duties. His camera and typewriter continued a kindly regard for the Navy in the postwar years, and discerning articles about the Navy's purpose and accomplishments appeared regularly in outlets of the *Toronto Star* organization under his by-line.

Prime Minister At Commissioning

The Rt. Hon. Louis St. Laurent, Prime Minister of Canada, was the guest of honour at the commissioning of the Royal Canadian Navy's new anti-submarine destroyer escort, HMCS *St. Laurent*, at Canadian Vickers Limited, Montreal, on Saturday afternoon, October 29.

The ship completed her acceptance trials on Friday, October 21, on the lower St. Lawrence, the river for which she is named.

Others among the guests at the ceremony included the Hon. Ralph Campney, Minister of National Defence; Vice-Admiral E. R. Mainguy, Chief of the Naval Staff; members of the naval board; Senators and Members of Parliament from the Montreal area; Mont-

real civic officials, the president of Canadian Vickers, and representatives of Canadian industry as well as service representatives of Commonwealth and NATO countries.

The *St. Laurent*, under the command of Commander Robert W. Timbrell, sailed October 31 for Halifax, to join the Royal Canadian Navy's Atlantic Command.

Ships Sail for Mediterranean

The *Magnificent* and the *Haida*, *Huron* and *Micmac* (destroyer escorts) sailed from ports in The Netherlands on October 28 to begin a month-long cruise in the Mediterranean.

Included in the ports of call were to be Gibraltar on November 2, Valencia November 4-8, Genoa November 11-15, Marseilles November 18-22, returning to Gibraltar November 25-28 and thence to Ponta Delgada in the Azores. The ships are due in Halifax December 7.

The *Magnificent* visited Amsterdam and the destroyer escorts Rotterdam. The group left Halifax early in September and has since participated in two NATO exercises in the Atlantic and visited ports in Norway and the United Kingdom.

Admiral Mainguy Soon to Retire

The retirement of Vice-Admiral E. Rollo Mainguy, OBE, CD, RCN, 54, Chief of the Naval Staff, and the appointment of Rear-Admiral Harry G. DeWolf, CBE, DSO, DSC, CD, RCN, 52, to succeed him on January 16, were announced on September 20 by the Hon.

Ralph Campney, Minister of National Defence.

Admiral Mainguy has been Chief of the Naval Staff since December 1, 1951. Rear-Admiral DeWolf, who will be promoted to the rank of Vice-Admiral on assuming the appointment, is at present Chairman of the Canadian Joint Staff, Washington, D.C.

The careers of the two Admirals will be featured in the January issue of this magazine.

Pacific Fleet Holds Exercises

The largest peacetime manoeuvres ever conducted by Canada's Pacific fleet took place in early October, with all available operational warships participating.

The series of exercises, labelled "Full House", were carried out off Nanoose Bay in the Straits of Georgia from October 3 to 13 and for an additional two days off Swiftsure light vessel.

The exercises were directed by Captain Paul D. Taylor, commander of the Second Canadian Escort Squadron in the destroyer escort *Athabaskan*. Fifteen ships took part.

Air-sea co-operation was exercised with RCAF aircraft from Comox and Vancouver and RCN aircraft from Patricia Bay. Ships screened an imaginary convoy and carried out A/S operations. Surface and anti-aircraft gunnery was exercised, as were night encounters, atomic defence and torpedo firings.

The Second Canadian Minesweeping Squadron exercised independently until the closing days of the manoeuvres, when they joined the rest of the fleet.

Before "Full House", the West Coast navy participated in a stirring combined operations exercise off Jericho Beach in Vancouver.

Ste. Therese on Ocean Survey

The Prestonian class frigate, *Ste. Therese*, this summer took part in the Pacific Oceanographic Group Project.

Objective of the project was to carry out an international synoptic oceanographic survey over the entire Pacific Ocean north of the Tropic of Cancer.

More than 20 ships, operating from Canadian, American and Japanese agencies each surveyed selected areas simultaneously and subsequently exchanged the data, which can be used to define the overall current systems and structure of the area.

The *Ste. Therese*, which left her base at Esquimalt on July 26, steamed more than 6,600 miles before returning to her home port on September 3.



The visit of the First Sea Lord, Admiral Lord Mountbatten, to Canada in late October was preceded a month earlier by the arrival of the First Lord of the Admiralty, the Rt. Hon. J. P. L. Thomas, MP, who packed into a few days a tour of the Atlantic Command, inspection of the new destroyer escort *St. Laurent* at Montreal, conferences at Naval Headquarters and a visit to the National Defence College at Kingston, before proceeding to Washington. Mr. Thomas is seen here with Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, and (left) Rear-Admiral J. D. Luce, private secretary to the First Lord of the Admiralty. (O-8410)

On board the *St. Therese* was A. J. Dodimead, scientist in charge, and a group of six technical officers. They undertook all oceanographic observations.

During the voyage, current measurements were taken, bathythermograph observations made and water samples analyzed for temperature, salinity, dissolved oxygen and phosphate.

Navy Thanked For Aiding Scouts

Gratitude for the work of the Royal Canadian Navy in providing transportation in Montreal for Boy Scouts arriving from overseas for the World Jamboree is expressed in a letter addressed by B. W. Roberts, president of the Quebec Provincial Council of the Boy Scouts Association.

The letter, received in October by Commodore Paul W. Earl, Officer-in-Charge, Montreal Area, said:

"I have just received a complete report of the splendid work done by the Navy in this District during the time immediately preceding and immediately after the World Jamboree held at Niagara-on-the-Lake.

"You were most kind in providing buses for these visitors from foreign lands. As you know, 1,100 French boys came in at Dorval Airport by different planes at different times, and through-

out their arrival period, which extended over many days, and their corresponding departure period, the personnel of the Navy were most co-operative, meeting planes at all hours without a word of complaint. Tours, too, were arranged, and I do want to say, on behalf of the Quebec Provincial Council, a very sincere word of thanks."

Minas Transfers To West Coast

The coastal escort, *Minas*, a steam Bangor, sailed for Esquimalt, September 30 for future employment in the Pacific Command.

Shortly after the arrival of the Bangor class escort at Esquimalt, her officers and men were to commission the *Sault Ste. Marie*, Algerine coastal escort, and return with her to Halifax. The *Sault Ste. Marie* had been undergoing refit at Esquimalt.

Under the command of Lt.-Cdr. Kenneth A. Stone, the *Minas* was to proceed to Esquimalt by way of the Panama Canal. She was due at the West Coast naval base November 1.

One of 21 modernized Second World War escorts, the *Minas* was brought out of reserve last spring and was employed in the RCN's reserve training program on the Great Lakes during the summer.

MAN of the MONTH



CPO A. W. PORTER

“ANYBODY around here lost a rat?”

The driver's casual inquiry was enough to throw the crowded contents of the Bedford bus (particularly the female portion) into a panic. This, however, did not spread to a Chief Petty Officer among the passengers. He wasn't panicked; just acutely embarrassed. A quick check of his brief case had shown him that, as a matter of fact, one of his pet hamsters had escaped.

This was not the only occasion on which the hamsters proved a source of embarrassment to CPO Albert William Porter, a C1EM3 whom the ship's company of the Algerine escort vessel *New Liskeard* has proudly named its “Man of the Month”.

CPO Porter had the interesting little animals on board ship with him for a time. One day they escaped from their quarters and, in the course of their exploration of the ship, discovered that the navigation officer's BRs could be shredded into wonderful nesting material. The “pilot” was not nearly as pleased as the hamsters.

Despite the fact that he was born in Montreal and brought up in Toronto, his love of animals and life on the farm is an important facet of CPO Porter's personality and, every time he gets a “48” his thoughts turn to his home at

From the Deep, Blue Sea To Nova Scotia Pastures

Bedford, where his pets not only include the hamsters, but also canaries and a fox, and to his nine-acre farm at Mount Uniacke where he pastures horses belonging to him and his two daughters.

On board ship, however, should his thoughts roam to green fields, he never betrays it. On the contrary, he is a stickler for cleanliness, discipline and efficiency, with little tolerance for laxity and unseamanlike behaviour.

He has had the longest service in the *New Liskeard* of anyone on board, having served in her off and on since early 1949, and has been continuously with her for the past three and a half years. Throughout those years his efficient manner has not encouraged familiarity, but it has given him the respect and high esteem of his fellows of all ranks.

CPO Porter was 17 when he joined the RCNVR. Three years later, in 1933, he transferred to the RCN at a time when the Navy, low on ships and funds, was inclined to be pretty choosy. He joined as a stoker, and, in some of his ships, he actually stoked.

His ships and shore establishments between 1933 and 1938 were both RCN and RN. They included *Stadacona*, *Saguenay*, *HMS Dragon*, *St. Laurent*, *HMS Drake*, *HMS Crusader* and the *Ottawa*. In the last-named he was promoted to leading stoker and served in that rank in the coal-burning Canadian minesweeper *Fundy* until his promotion to petty officer in 1940, when he rejoined the *Saguenay*.

He was serving in the *Saguenay* when she had her bows blown off by a torpedo from an Italian submarine and he was one of the 50 of the ship's company of 160 who remained in the destroyer to steam her into Barrow-On-Furness in the United Kingdom. That voyage, during which wounded had to be cared for and the ship steamed for eight days with a reduced complement, could well have formed the substance of an epic sea novel. He could easily supplement it with tales of terrifying hours during the massive raids of the Luftwaffe on Plymouth.

The old saying “Once bitten, twice shy” did not apply in his case, but a modified version “Once hit, twice missed” did. A month after he had left the *Saguenay* she had her stern cut off in a collision with a tanker. Later, when on leave from the frigate

Chebogue, he learned that her stern had been blown off by a torpedo.

The *Chebogue* was his last sea-going appointment of the war and he served ashore in St. John's, Newfoundland, and Halifax in the temporary rank of Chief Stoker, which he had acquired on board the *Saguenay*.

He was back at sea again in 1947 on board the aircraft carrier *Warrior* and later that year he was drafted to *York*, the Toronto naval division, where he spent a year and a half before his first draft to the *New Liskeard*. In between his three appointments to his present ship he has served in the frigate *La Hullose*, the destroyer escort *Haida* and at *Stadacona*. Along the way he has picked up the Long Service and Good Conduct Medal and the Coronation Medal in addition to wartime awards.

When CPO Porter completes his 25 years with the Navy in a couple of years he plans to retire to his farm in Mount Uniacke and pursue his favourite interests and hobbies.

Horses are among these and, like the hamsters, they have their off moments. One of them, his prized “Jewel of Akwann”, in a fit of jealousy bit Chief Porter's new scarlet hardtop car, leaving noticeable toothmarks. The same horse showed his repentance by winning the championship of the Maritimes in the road hack class at the 1954 Amherst fall fair.

His two younger daughters, Sonia, 15, and Anneliese, 13, are accomplished horsewomen, who received their training with the well-known Halifax “Bengal Lancers”.

The eldest daughter, Janet, 22, is married to naval veteran Donald Jones in Windsor, Ont., and a son, Ralph, 21, is a leading airman with three years' service in the RCAF, where his specialty is radar. CPO Porter was married in Toronto in 1932 to Miss Rosi Bittschnam, of Feldkirch, Austria, who not only tolerates his hobbies but gives him the encouragement that has promoted a happy homelife and a successful naval career.

His attachment to his home is expressed outwardly by the Churchillian activity of masonry and the stone walls, emblems of solidity and comfort and pride of ownership, around his home at Bedford will undoubtedly be repeated on his farm at Mount Uniacke when his service days are over.



A PROUD YOUNG LADY PUTS TO SEA

HMCS St. Laurent Tailored to Needs of Modern War

FIVE MILLION pounds of steel and aluminum have been fabricated into a deadly weapon, designed to counter the threat of the modern submarine.

The prototype of her class, the anti-submarine destroyer escort HMCS *St. Laurent* was commissioned into the Royal Canadian Navy at Montreal on October 29, a month and a day before the fourth anniversary of her christening by Lady Alexander, wife of the then Governor General of Canada, November 30, 1951.

The *St. Laurent* was laid down at Canadian Vickers Limited, Montreal, on November 22, 1950, to a completely new Canadian design and since then Canadian workmen have toiled to bring to completion what Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services, has called "the most up-to-date anti-submarine vessel in the world".

The *St. Laurent* is best described as the smallest ship capable of maintaining functional fighting efficiency against the most modern submarine or its immediately foreseeable successor under the extreme weather conditions which prevail in the North Atlantic.

The ship's war complement is 20 officers and 270 men. Her overall length is 366 feet, beam 42 feet and displacement 2,600 tons. Twin screws, powered by geared steam turbines, give her the speed demanded by the job for which she was built. Twin rudders provide an unusually high degree of manoeuvrability.

The *St. Laurent's* lines are a drastic departure from those usually associated with ships of her function and have been likened to those of the menace she is designed to counter—the modern submarine. The eye is immediately caught by the flared, rounded bow, the conical mast, the streamlined funnel and low superstructure. A seeming paradox is that, despite her low, clean lines, her freeboard throughout

her length is greater than that of many ships of her function.

The use of aluminum internally and in the superstructure has been extensive, and this light metal has replaced wood as much as possible in store-rooms and magazines. Her paint is fire-resistant.

She is insulated and air-conditioned in those portions of the ship where such measures are desirable for the

HMCS ST. LAURENT

DDE 205

Builders: Canadian Vickers Limited, Montreal (Lead Yard).

Laid down: November 22, 1950.

Launched: November 30, 1951, under the sponsorship of Lady Alexander, wife of the then Governor General of Canada.

Commissioned: October 29, 1955, at Montreal.

Displacement: 2,600 tons.

Guns: Two Twin 3-inch 50 calibre anti-aircraft.

Two 40 millimetre anti-aircraft Bofors.

Anti-Submarine weapons: Two triple mortar mountings.

Homing torpedoes.

Length overall: 366 feet.

Beam: 42 feet.

Machinery: Geared steam turbines, twin screws, twin rudders.

Speed: Over 25 knots.

Commanding Officer: Cdr. R. W. Timbrell, DSC, CD.

Complement (war): 20 officers, 270 men.

Cost: Approximately \$15 million.

comfort and fighting efficiency of officers and men.

The *St. Laurent's* rounded lines are intended largely as a counter against ice-formation during the North Atlantic winter. Her anchors are housed in recesses, or anchor pockets, equipped

with manually-operated doors to keep out ice-forming spray. The capstain, usually located on the foc's'le, is below decks. The bridge is closer to the ship's centre of gravity, its windows are heated and some are equipped with powerful electric wipers.

IN COMMAND



CDR. R. W. TIMBRELL

Cdr. Robert Walter Timbrell, DSC, CD, 35, of West Vancouver, an officer who has long specialized in anti-submarine warfare, became commanding officer of the destroyer escort *St. Laurent* when she was commissioned at Montreal on October 29.

Cdr. Timbrell entered the RCN as a cadet in August, 1937. He took his cadet training in the Royal Navy on board the monitor *Erebus* and training cruiser *Vindictive* and subsequently served as a midshipman in the battleship *Barham* in the Mediterranean.

As a sub-lieutenant, he took part in the evacuation at Dunkirk and was awarded the Distinguished Service Cross for "good services in the withdrawal of Allied armies from the beaches". This made him the first member of the RCN to be decorated in the Second World War.

At the beginning of the withdrawal, he commanded a 90-ton yacht but, by salvaging stranded craft and by dividing his crew to man them, he was able to triple the number of troops he could

evacuate. During three nights of activity, he rescued a total of 765 men despite consistent shelling and bombing by enemy forces.

He subsequently served in four Canadian destroyers and carried out specialist anti-submarine duties at sea and ashore. One of the destroyers, the *Margaree*, was sunk by collision in the fall of 1940.

In 1942, he took specialist anti-submarine courses in the U.K. and a year later was appointed to the anti-submarine school at *Cornwallis*. He later became officer-in-charge of the school.

In 1944, when serving in the destroyer *Ottawa*, he was mentioned in despatches for services in the destruction of an enemy submarine. The *Ottawa*, in company with other Canadian ships, accounted for three U-boats from July 6 to August 20, 1944, while operating in the English Channel-Bay of Biscay area.

Later that year he served in the destroyer *Qu'Appelle*, operating from Iceland.

Cdr. Timbrell became executive officer of the destroyer *Micmac* when she was commissioned at Halifax in 1945. A year later he was appointed as officer-in-charge of the Anti-Submarine School at Halifax, this appointment being combined with that of Staff Officer (Anti-Submarine) to the Flag Officer Atlantic Coast.

Cdr. Timbrell commanded the frigate *Swansea* on the East Coast in 1948 and then, after six months at the Torpedo Anti-Submarine School in Halifax, went to Naval Headquarters in Ottawa as torpedo anti-submarine specialist on the staff of the Director of Weapons and Tactics.

In February, 1951, he became training commander in the cadet training cruiser *Ontario*, based on the West Coast. A year later Cdr. Timbrell was appointed to the staff of the Canadian Services College, Royal Roads, near Victoria, as Vice-Commandant and Officer Commanding Cadet Wing.

Promoted to commander in mid-1952, he began the Royal Naval staff course in England later that year. On its completion, he stood by the *St. Laurent*.

THE OLD METHODS of fighting a ship have been replaced by a system of electronic conning. The wheelhouse is two decks below the main deck and hence less vulnerable during attack. Complex radar and direction-finding equipment has given the ship "eyes" that can pierce through fog and the black of night. During action, the captain directs the ship from the operations room, abaft the bridge.

Anti-submarine weapons are her principal armament. They include two mortar mountings, each capable of firing three projectiles ahead of the ship with great accuracy. They are directed to their target by sonar fire control systems. The ship is also equipped with homing torpedoes, which can alter course and pursue an enemy target taking evasive action on or below the surface of the sea.

Her other weapons include two twin 3-inch-50 calibre anti-aircraft guns, each capable of an extremely high rate of fire. Radar-controlled systems find the range and bearing of the target for the guns' crew. She has two 40mm anti-aircraft Bofors for close-range fire and a rocket flare projector that can illuminate the sea over a wide area during night action.

The new warship differs from other ships of her class in that her prototype machinery was built in the United Kingdom while Canadian industry was tooling up. All the other new destroyer escorts are being fitted with Canadian-built boilers and turbines.

The two water-tube boilers are of extremely compact design, with the steam maintained at a constant high pressure and temperature. Remote and automatic controls are used to an extent rarely found in a warship.

The motive power of the ship is provided by two main turbines and two cruiser turbines, geared down to the twin shafts. Except experimentally, the *St. Laurent* is the first ship in the British Commonwealth or the United States in which hardened and ground gearing has been used. This manufacturing method has reduced substantially both the weight of the gearing and the dimensions of its housing.

Practically all auxiliary machinery is powered either by turbines or diesels. The main circulator turbine operates at the remarkably high speed of 18,000 revolutions per minute.

The boiler room, in keeping with current marine engineering practice, is not pressurized. This means that it can be sealed off from contamination just like any other space in the ship. Boiler room personnel will no longer have to

huddle in duffle coats while fans pour blasts of icy air into their working space.

AN ELECTRICAL "wonderland", the *St. Laurent* has electronic and electrical systems more extensive—and more complex—than those carried in Second World War ships twice her size. Much of her electrical and electronic equipment is of Canadian design, with most of it produced in Canada.

Practically every function of the vessel is dependent on electrical power, and this includes armament, navigation, cooking, ventilation, air conditioning, communications and so on. She carries more than 50 miles of electric cable and is the first escort vessel in the RCN whose main electrical power is 440 volts alternating current. Direct current was in standard use during the Second World War in Canadian warships.

She has five generators capable of producing 1,400 kilowatts—equal to the generating capacity of the 18,000-ton aircraft carrier, *Magnificent*. About 330 motors and motor generators provide the motive force for a wide variety of equipment.

Her internal communications include 12 separate telephone systems, including lines for such specialized uses as docking ship, damage control, radar maintenance and fuelling at sea. She has 12 sound broadcast systems. Entertainment broadcast arrangements provide for radio receiving, record playing and tape recording. A choice of at

HOW SHE GREW

HMCS *St. Laurent* was wholly designed and built in Canada.

A large percentage of her equipment was manufactured in Canada, much of it for the first time.

About 50 Canadian firms have supplied equipment and materials for the ship.

An entirely new, Canadian-engineered technique known as "unit construction" has been employed in the building of this and all other ships of her class.

"Unit construction" means that the hull and main components of the vessel are so designed that they can be built in units. In the *St. Laurent*, for example, these units range in weight anywhere from five to 26 tons.

The ship is not built in the conventional manner, that is, from the keel up. Each unit is built separately, then carried to the building ways where it is positioned for final welding to the hull.

The size of the industrial team behind the construction of the *St. Laurent* is indicated by this chart, which was displayed on board the new destroyer escort. Scanning the list is J. C. Rutledge, director of shipbuilding for the Department of Defence Production, which co-ordinated and facilitated the work. (ML-3627)

least two programs is offered over the 29 speakers in the ship.

A Canadian-designed remote control system makes it possible to broadcast orders or receive from any one of 30 positions throughout the vessel.

This means that the hull grows by the addition of complete sections, rather than by a plate or a rib at a time. This method combines shipbuilding with modern structural engineering practice.

In an emergency demanding large numbers of destroyer escorts, structural steel manufacturers could be given specific sections to fabricate at great speed. Drawings are so designed that reference to the shipbuilder would be unnecessary. The sections could be shipped to the shipyard, which would, in effect, become an assembly plant. The result: many ships in short order.

The *St. Laurent* is all-welded, with the welding being subjected to X-ray tests as insurance against hidden defects. A large quantity of aluminum has been worked into the ship's interior and superstructure, contributing to an overall reduction in weight, and higher speed.

There are three radio rooms for transmitting and receiving on low, medium, high, very high and ultra-high frequencies. A fourth is equipped with direction-finding equipment. A message centre is equipped with teletype and a cryptographic room with coding devices.

The *St. Laurent* has radar systems for gunnery fire control, navigation, surface warning, air warning and air early warning. Ultrasonic beams from sonar sets of the latest design probe the waters beneath the ship for the detection and pursuit of submarines.

THE *ST. LAURENT* has an extensive damage control organization. A damage control headquarters is linked by special telephone switchboard to strategic points in the ship. To reduce the danger of flooding and to prevent contamination of the air conditioning system, the hull has been built without scuttles. Those on the superstructure are sealed and have lightweight aluminum deadlights. Discharge outlets are fitted in compartments below decks for fast pumping. For fire fighting, three pumps, each capable of handling tons of water an hour, are located at strategic points.

The ship can be sealed against chemical attack and, in such an emergency, the air re-circulation through the ship's

HMCS ST. LAURENT
A Canadian industrial achievement.
Principal contributing firms:

- CANADIAN VICKERS LIMITED, MONTREAL**
- ALUMINIUM CO OF CANADA LTD. MONTREAL
 - ANACONDA AMERICAN BRASS CO. LTD. TORONTO
 - ATLAS ASBESTOS CO. LTD. MONTREAL
 - ATLAS STEEL CO. LTD. WELLAND
 - ATLAS WEBSTER CO. LTD. MONTREAL
 - BARCOCK-WILCOX & GOLDIE M'CULOCH GAIT
 - BEADAR-GIRARD LTD. MONTREAL
 - BROOKS EQUIPMENT CO. NEW YORK
 - CANADA FOUNDRIES & FORGINGS WELLAND
 - CANADA METAL CO. LTD. MONTREAL
 - CANADIAN ASBESTOS CO. LTD. MONTREAL
 - CANADIAN CAR & FOUNDRY CO. LTD. MONTREAL
 - CANADIAN FAIRBANKS-MORSE CO. LTD. MONTREAL
 - CANADIAN GENERAL ELECTRIC CO. LTD. TORONTO
 - CANADIAN INGERSOLL-RAND CO. LTD. MONTREAL
 - CANADIAN JOHN-MANVILLE CO. LTD. MONTREAL
 - CANADIAN LIQUID AIR CO. LTD. MONTREAL
 - CANADIAN MARCONI CO. LTD. MONTREAL
 - CANADIAN TAP & DIE CO. LTD. GAIT
 - CANADIAN WESTINGHOUSE CO. HAMILTON
 - C.O. MONAT & CO. LTD. MONTREAL
 - DARLING BROS. LTD. MONTREAL
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 - THE GARTH CO. MONTREAL
 - THE STEEL CO. OF CANADA HAMILTON
 - T. McAVITY & SONS LTD. ST. JOHN, N.B.
 - U.S. STEEL CO. MONTREAL
 - W. W. KENNEDY & SONS MONTREAL



air conditioning system can be stepped up from the normal three or four cycles an hour to 15 cycles.

Exposed personnel are decontaminated in either of two compartments located forward and aft. The ship has equipment for "hosing down" exterior surfaces that have been contaminated.

All compartments where men might be trapped have emergency escape scuttles with jumping ladders, supplemented by "kick-out" panels as an alternate means of escape.

The *St. Laurent* is the first ship in the RCN in which Carley floats and wooden rafts have been entirely replaced by rubber rafts. The 20-man rafts inflate automatically on their release into the sea. In addition to emergency rations each carries a full quota of survival gear, including a signals kit, heliograph mirror, fishing gear, collapsible bailers, parachute drogue (sea anchor), floating sheath knife and plastic whistle.

THE SHIP'S medical staff is provided with a hospital in miniature. The sick bay is comparable in size to that of a cruiser—or three times the size of that in the recently modern-

THE PROGRAM

The *St. Laurent* is the first completed of 14 Canadian-designed destroyers laid down in the current RCN construction program. The prototype of the class, which bears her name, the *St. Laurent* was built in the lead yard, Canadian Vickers Limited, Montreal.

The expectation is that five additional ships will be completed next year, five in 1957, and the remaining three in 1958.

The names, except that of the *Terra Nova*, called after a Newfoundland river flowing into Bonavista Bay, have all been borne by earlier Canadian destroyers which served in the Second World War. All are named after Canadian rivers, from the mighty St. Lawrence and Fraser to the little Margaree in Cape Breton Island.

Under construction in the yards named are:

Ottawa and *Restigouche*, Canadian Vickers Limited, Montreal.

Saguenay, *Margaree* and *Chaudiere*, Halifax Shipyards, Halifax.

Skeena, *Kootenay* and *Columbia*, Burrard Drydock, Vancouver.

Assiniboine and *St. Croix*, Marine Industries Limited, Sorel.

Gatineau, Davie Shipbuilding and Repairing, Lauzon.

Terra Nova, Victoria Machinery Depot, Victoria.

Fraser, Yarrows Limited, Esquimalt.



Lt.-Cdr. (P) D. H. Patrick Ryan, executive officer of the *St. Laurent*, chats with Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services in the operations room of the new ship. The "Command Position" sign was on display during a press conference on board the destroyer escort. (ML-3629)

ized destroyer escort *Algonquin*. There are four berths, a bathroom, an operating table with the latest-type arc lights, well-stocked drug and medical lockers and diagnostic facilities.

The Royal Canadian Navy's concern for the health, comfort and efficiency of its men at sea is given concrete expression in the living and dining arrangements on board the *St. Laurent*. Her men sleep in bunks, each equipped with foam mattress and individual reading lamps; each man has an aluminum clothes locker specifically designed for sea, and additional drawer space for personal belongings. Mirrors and electric shaving outlets have not been forgotten. Each of the living spaces has a recreational area for off-duty relaxation.

The officers' cabins, which also serve as offices, are arranged for single and double occupancy, except for one designed to accommodate four junior officers. The wardroom has a pantry, dining room and lounge and is roomier than those in older ships of similar size. The commanding officer's quarters have bedroom, bath, dining room and lounge.

The ship's company is fed on the cafeteria system. The galley, centrally located, has a bakery and pastry, meat and vegetable departments. Its equipment includes electric bread-slicers, automatic toasters, steam pressure cookers and electric coffee urns. It has a

dairy with ice-cream and milk machinery. A dish-washing machine and a garbage disposal unit are other features.

The main dining space, which doubles as a cinema in the evenings, has kitchen-type fireproof tables and cushioned chairs. Lighting is fluorescent. The chief and petty officers have separate dining space nearby, while the commanding officer's pantry, two decks above, and the wardroom pantry, one deck above, are served from the galley by a dumbwaiter.

The ship has storage for 90 days' frozen provisions compared with 14 days in escort ships built during the Second World War. She has a cold room for meat and fish, a cool room for dairy products and a chill room for fruit and vegetables.

The modern laundry is equipped with washing machines, spin drier, pressers and hanger facilities.

It is felt that the efforts to provide for comfort and well-being of the ship's company will be repaid with interest.

HMCS *St. Laurent* was designed to meet a specific need. That need was a ship to combat effectively the fast, modern submarine. The way the need has been met is expressed in her powerful turbines, her manoeuvrability, her electronic devices and weapons, her accommodation and seakeeping qualities. With these she stands ready to do her share to maintain the freedom of the seas.—R.S.M.

OFFICERS AND MEN

Sailor Invents Money-Saver

Ingenuity of a leading seaman of the Royal Canadian Navy, on exchange duty with the U.S. Navy's Air Anti-Submarine Squadron 26, at Norfolk, Virginia, has solved an ordnance problem in anti-submarine warfare work with the S2F-1 "Sentinel" aircraft of the USN.

The inventor is Ldg. Sea. Kerry Philip Briard, 21, of St. Catharines and Weller Park, Ont., one of a dozen RCN personnel who joined VS-26 in May to become familiar with the operation and maintenance of the S2F. A Canadian version of the aircraft, especially designed for carrier-borne anti-submarine operations, is being produced in Canada for the RCN.

The S2F carries three rocket projectiles on each wing. A "pigtail wire" connects the propelling charge of the rocket motor to the electrical circuit of the aircraft. The wire is supposed to break away when the rocket fires. Frequently it hasn't done so, which means the igniter receptacle shears off and the pigtail plug shatters.

Briard designed a wirecutter on the plane's leading edge to assure the pigtail wire will break cleanly.

Proven successfully at the Naval Air Station, Norfolk, the invention, although comparatively small, is expected to save the U.S. Navy many dollars and man hours.

Transport Official Served in Navy

The retirement of G. C. W. (Cecil) Browne, Controller of Telecommunications of the Canadian Department of Transport took place recently. His 42 years of service in the radio field included RCN wireless duties during the First World War.

A native of Ireland, he was engaged in radio development in the United States and later in marine radio work in Great Britain before entering the Canadian Government radio service in 1914. When the war came, he entered the Navy and, after sea duty, served in the interception of enemy signals at Newcastle, N.B. Later he organized a naval wireless school at

Ottawa and took charge of technical instruction there.

After several years in charge of direction finding stations on the East Coast, he came to Ottawa. He was appointed Assistant Controller of Radio in 1936 when the Departments of Marine and of Railways and Canals were merged in the Transport Department.

Mr. Browne became Controller of Radio, later changed to Telecommunications. He plans to remain in Ottawa, continuing in the radio field in a private capacity.

CPO Ona Heads Cookery Class

CPO William Ona led his class with an average of 89.9 in the fourth Trade Group Four cookery course that ended August 19 at *Naden*. Ord. Sea. E. E. Erickson's 86.2 average placed him at the head of the 102nd Trade Group One cookery class completed August 5.

The first place in the 103rd Trade Group One cookery class, completed September 16, was held by Ord. Sea. D. L. Babcock who led the class of eight with an average of 88.2 percent. The courses were held at the *Naden* Supply School.

New CO Named For *Cataragui*

Cdr. Arthur George Cuthbert Whalley, who commanded *Cataragui*, Kingston naval division, from May 1952, was placed on the retired list on August 8.

Succeeding him in command of the naval division is Acting Cdr. John Godwin Chance who had been executive officer of *Cataragui* during the preceding 21 months.

PO Commended For Saving Life

Her Majesty the Queen has approved the award of the Queen's Commendation for bravery to PO Malcolm Winston Judson, 30, RCN(R), of Pownal and Charlottetown, P.E.I.

The commendation arises from PO Judson's rescue from drowning of Fred Somers, employee of the Department of Transport's Marine Branch, in Charlottetown harbour on October 23, 1953.

PO Judson, who is attached to *Queen Charlotte*, the Charlottetown naval division, was in charge of a naval harbour



Could it be Cirro's or the Brown Derby? Nope. It's the refurbished canteen in the Administration Building at Stadacona and everything has been changed but its location. The old canteen had operated there for nearly a dozen years, with few improvements until the clean sweep, whose results are depicted here, was decided on. (HS-38136)

craft which was assisting a Marine Department craft and two others from the Department of Fisheries in the refloating of the ferry *Fairview I*, which had grounded on a submerged piling.

The Marine Department craft was pulling at a spring jack on short lines directly in front of the grounded ferry, when the ferry suddenly broke clear, breaking the marine craft in two. The crew was plunged into the water.

One crewman, Fred Somers, was in serious difficulties, and PO Judson, although encumbered with heavy protective clothing, dived into the harbour and, with the aid of a Kisbie lifebuoy, brought him to the naval craft. Once they had been hauled on board by the rest of the crew, Judson applied artificial respiration to Somers.

The rescued man later said, "I owe my life to Petty Officer Judson . . . I could not have lasted any longer if someone did not save me."

PO Judson had performed a previous act of bravery in saving a distressed swimmer in the summer of 1952.

PO Stewards Finish Course

Eleven Petty Officers 2nd class of the Steward branch have completed an 11-week course at the Supply School, HMCS *Naden*.

The course qualified successful candidates for Trade Group Three. It cov-

ered such subjects as catering, valeting and mess duties, accounting, non-public fund regulations, supervision and instructional technique.

High man in the class was PO W. R. Walters, with an average of 91.5. POs Roland Laliberte and Derald Richardson followed with averages of 86 and 85.9 respectively.

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Navy Marches In Dartmouth

This year, as in former years, the Navy participated in Dartmouth's Naval Day celebrations.

Both the *Stadacona* band and drum and bugle band from RCSCC *Magnificent* were present and provided marching music for platoons from *Shearwater* and the Sea Cadet Corps.

The parade commander was Cdr. F. W. H. Bradley, Commander (Air), RCN Air Station.

PO Engaged by Indian School

PO David Sadler, prominent in Navy sports for many years, has retired after 25 years of RCN service.

He was coach and manager of the Navy tug-of-war team, United Services champions in 1951 on the West Coast,



The No. 2 Reserve Officers' Divisional Course was held at Cornwallis between July 18 and August 1. Front row, left to right: A/Lieut. (L) David Coates, Toronto, Ont., Instr. Lt.-Cdr. David D. MacKenzie (Course Officer), CPO David E. Graves, (Course Chief Petty Officer) and A/Sub-Lt. (SB) Albert Smith of Halifax, N.S. Second row: A/Lieut. (L) Frederick Butler, Corner Brook, Nfld., Lieut. Frank Newbury, Corner Brook, Nfld., Cd. Writer Officer Arthur Hatchard, Windsor, Ont., and Lieut. Howard Strong, Corner Brook, Nfld. Back row: Lieut. (SB) Philip Chaplin, Manotick, Ont., A/Sub-Lt. (SB) Warren Davis, Windsor, Ont., A/Cd. Officer (SB) Roger Lafleur, Verdun, PQ., A/Sub-Lt. (SB) William Steel, Lancaster, N.B., A/Sub-Lt. Eugene Saunders, Windsor, Ont., and Instr. Sub-Lt. John Wagstaff of Halifax, N.S. (DB-5580)



Here are the members of the No. 9 Wren and Nursing Officers' Divisional Course held at Cornwallis between August 8 and 22. Front row, left to right: Sub-Lt. (MN) Ruby Bannister, A/Sub-Lt. (MN) Mary Gray, Cd. Writer Officer A. L. Hayley (Course Officer), PO A. F. West (Course Petty Officer), Sub-Lt. (MN) Isabel MacKay and Sub-Lt. (MN) Audrey Miller. Second row: A/Sub-Lt. (MN) Winnifred Patten, Sub-Lt. (MN) Joan Featherstonhaugh, A/Sub-Lt. (MN) Beverley Kibbler and A/Sub-Lt. (W) Irene Johnson. Third row: A/Sub-Lt. (MN) Elsie Williamson, A/Sub-Lt. (W) Marian McPhee and A/Sub-Lt. (MN) Joyce Savage. Back row: A/Sub-Lt. (MN) Elizabeth MacNeil, A/Sub-Lt. (MN) Dorothea Harwood, A/Sub-Lt. (MN) Patricia Lipscombe and A/Sub-Lt. (W) Irene Ridout. (DB-5702)



These are members of the No. 8 Sea Cadet Officers' Divisional Course held at Cornwallis between August 15 and 29. Front row, left to right: Lieut. Frederick Cantrill, Penticton, B.C., Sub-Lt. Donald Allan, Holden, Alberta, PO Arthur West (Course Petty Officer), Lieut. G. G. Armstrong (Course Officer), Mid. Cecil Massey, Selkirk, Man., and Sub-Lt. Conrad Roy of Campbellton, N.B. Second row: Lieut. Walter Taylor, Saskatoon, Sask., and Sub-Lt. Joseph Morrison of Penticton, B.C. Third row: Lieut. Cyril Holmes, St. Catharines, Ont., Sub-Lt. Norman Gardner, Duncan, B.C., Sub-Lt. Oscar Andrews, Digby, N.S., and Sub-Lt. William Marshall of Calgary, Alberta. Fourth row: Lieut. Maurice Boudreau, Campbellton, N.B., Sub-Lt. Gordon Hill, Port Alberni, B.C., Sub-Lt. Benjamin Bramble, Merriton, Ont., and Lieut. Fraser Gagnon of Chicoutimi, PQ. Back row: Lieut. Edmund Eccles, Bagotville, P.Q., Sub-Lt. John Newberry, Calgary, Alta., Sub-Lt. Ralph Horsman, Moncton, N.B., Sub-Lt. Richard Halliwill and Sub-Lt. John Coughlin of Campbellton, N.B. (DB-5758)

captain and coach of the Mechanical Training Establishment inter-departmental soccer champions in the same year, and was a member of the West Coast committee on Navy sports.

He received a notable honour in 1951 when he was awarded the Lt.-Cdr. Charles McDonald Trophy, which commemorates the career of an outstanding athlete and organizer of sports in the RCN who died in 1949. The trophy is presented annually to the member of the service who has contributed the most toward sports in the Pacific Command.

Born on September 29, 1904, in Liverpool, England, PO Sadler was living in Victoria when he entered the RCN in September, 1930. During the ensuing 25 years he served in 19 different Royal Canadian Navy and Royal Navy ships, as well as in shore establishments.

He has been active in church activities and is now engaged as a supervisor at the Church of England's Shingwauk School for Indian children at Sault Ste. Marie, Ontario.

Six Canadians On Board *Sidon*

A note from AB Claude Gourdeau, who is training in the RN submarine

Scorcher, says, for the sake of the record, that there were six RCN submarine trainees on deck or below when the *Sidon* exploded and sank at Portland, England, on June 16. PO Laverne D. McLeod, of Stratford, Ont., was among the 13 officers and men who died in the disaster. The accident was reported in the August issue.

At the time he wrote, AB Gourdeau was one of four Canadians in the *Scorcher*.

Hobbies Begin At *Stadacona*

The hobby season got rolling again at *Stadacona* during the last week in October, with special classes arranged this year in art, leatherwork and wood-working.

The classes, open to all naval and civilian personnel in *Stadacona*, are being held in Admiralty House.

Chaplain Goes to Montreal Church

Chaplain Callum Thompson, formerly the senior Protestant chaplain at Cornwallis for two years, became minister of Westmount Park Emmanuel United Church in September. Westmount is a Montreal suburb.

A graduate of the University of British Columbia, Padre Thompson was a Canadian Army chaplain during the war and thereafter was chaplain to *Star* and the Dundas Branch of the Canadian Legion in Hamilton.

The No. 84 Officers' Divisional Course was held at Cornwallis between July 25 and September 5. Front row, left to right: A/Sub-Lt. (E) (AE) James Tateishi, A/Sub-Lt. John B. Hatfield, Sub-Lt. Paul Herdman, Lieut. L. J. Parry (Course Officer), Sub-Lt. Leonard Forrest and Sub-Lt. (P) George W. Clark. Centre row: Lieut. Trevor S. Hayward, Lieut. (E) William C. Patterson, A/Cd. Communication Officer Michael Ciz, A/Sub-Lt. (E) (AE) William B. Hotsenpiller, A/Sub-Lt. (MT) Michael Sloan, A/Sub-Lt. (E) (AE) William B. Shearer, Lieut. Alan Sagar and A/Cd. Stoker Officer Wesley Donison. Back row: A/Cd. Electrical Officer John W. Buchanan, Lt.-Cdr. (SB) Melvin G. Hagglund, A/Cd. Officer (E) (AE) Kenneth M. Crookston, Lieut. (P) Howard H. Henn, A/Sub-Lt. (E) (AE) John A. Gruber, A/Cd. Communication Officer Jerome L. Kay and A/Lieut. (E) Harold H. Otto. (DB-5760)



CANADIANS SERVE IN TRIALS CRUISER

HMS Cumberland an Inventor's Floating Wonderland

IN LINE WITH the Royal Canadian Navy's policy of keeping abreast of the latest developments in weapons and other armament equipment, arrangements were made with the Admiralty a few months ago for a number of RCN officers and men to be attached to HMS *Cumberland*, the Royal Navy's trials cruiser under the command of Captain W. J. Lamb, CVO, OBE. Captain Lamb has old memories of the ship as he was her Gunnery Officer in 1937.

The *Cumberland* was laid down in October 1924 at Messrs. Vickers-Armstrongs' yard at Barrow-in-Furness, and it is worthy of note that the firm not only built the hull, but produced all machinery, boilers, guns, mountings and the original fire-control systems. She was launched in March 1926 to become the 15th ship to bear the name.

In 1939 just prior to the outbreak of war, the *Cumberland* formed part of "Force G"—one of several groups strategically placed throughout the world to meet the potential threat of enemy surface raiders—and operated off the East Coast of South America.

When the German "pocket-battleship" *Graf Spee* took shelter in Montevideo after being severely damaged by HM Ships *Exeter*, *Achilles* and *Ajax*, the *Cumberland* left the Falkland Is-

lands and proceeded post haste to strengthen the patrol at the mouth of the River Plate. It will be recalled that the *Graf Spee* scuttled herself without offering any further action.

In 1949 the Admiralty decided to convert the ship into a trials cruiser in order to test weapons, fire-control systems and other equipment under sea conditions prior to issuance to the Fleet. The work, which was completed in 1951, included the removal of all 8-inch turrets and all transferable 4-inch and close-range mounts together with torpedoes and tubes. Two single-gun mounts of 4.5" calibre and one mount (twin Bofors) were fitted to the port side to work in conjunction with prototype control systems.

Fin stabilizers were fitted and many compartments allotted to house the complex recording and analyzing instruments required to carry out exhaustive trials. The first trials season—1951—carried out in the Mediterranean, produced results that more than warranted the operation of such a vessel, and assisted greatly in bringing forward not only armament and control equipment for the Fleet, but a considerable number of engineering, navigational, meteorological and electrical items.

During one season (normally from mid-May to September) her two 4.5" mounts expend up to 10,000 rounds of ammunition, necessitating frequent renewal of gun barrels, an operation which is completed in the Royal Dockyard in Malta with both speed and efficiency.

The various trials are, of course, too many to list (besides in several cases being of a classified nature) but they have covered many fire-control systems, gyroscopes, radar, guns, homing torpedoes, ship pre-wetting gear (for anti-atomic contamination) plastic motor boats, motor whalers, propeller cavitation, protective clothing etc., etc. This season, for example, a new fast-firing medium calibre gun-mount is undergoing extensive firing trials, which will increase the firepower of ships tremendously. It was recently announced in the British press (possibly with slight exaggeration) that this weapon fired 600 rounds a minute.

On many occasions it is necessary to simulate rolling conditions. This is done by force-rolling the ship through use of the fin stabilizers in reverse, and it is a strange sight to see a 12,000-ton cruiser proceeding at speed in a flat calm but rolling at the most unorthodox angles, so much so that on a recent occasion the captain of a merchant vessel in the vicinity felt compelled to send a signal: "Are you under control?"

A considerable force of civilians—members of the Royal Naval Scientific Services—is borne. This staff gathers records and other relevant data throughout the season and spends the off-season preparing reports on the obtained results, a job which entails the piecing together of stereoscopic cine-film, photographic records of instruments and plots, pen recordings and sheets of figures.

The "Trials Week" usually runs from early on Monday to late on Thursday at sea, and involves the use of aircraft for acquisition and tracking, winged-target and drogue towing, pilotless target aircraft, radio-controlled boats and, of course, battle-practice targets. On return to Grand Harbour on Thursdays, dockyard staffs swarm aboard to inspect the guns and when worn out replace them. The ship is ammunitioned, provisioned and fuelled.

It is not all work and no play, however, as this season a most enjoyable week was spent at Naples, which afforded the ship's company an oppor-



Here, in whites as befits a Mediterranean cruise, are the members of the RCN team which has been serving in HMS *Cumberland*, the Royal Navy's trials cruiser. Front row (from left); Lt.-Cdr. J. S. Hertzberg, Ord. Lt.-Cdr. F. J. L. Boyle and Ord. Lieut. R. J. F. Donnithorne. Back row; CPO John Underdown, PO George Tatton, CPO W. C. Martin and CPO J. R. Anslow.

tunity to visit Rome and other resorts such as Capri, Pompeii and Mount Vesuvius.

Canadians serving in the *Cumberland* are: Ord. Lt.-Cdr. F. J. L. Boyle, of Ottawa; Lt.-Cdr. (G) J. S. Hertzberg, of Toronto; Ord. Lieut. R. J. F. Donni-thorne, of Montreal; CPO John R. Anslow, of Victoria; CPO John Under-down of Hamilton; CPO William C. Martin, of Toronto; and PO George Tatton, of Victoria.

Canadian ranks are now unique in the ship as officers of the Royal Navy no longer wear distinguishing colours between gold lace nor do they have any prefixes or suffixes attached to their rank. Further, armourers in the RN carry out duties that differ from those

of their namesakes of the RCN, who are more closely akin to the RN ordnance artificers.

During the *Cumberland's* inspection by the Commander-in-Chief, Plymouth (Admiral Sir Alexander Madden), the admiral was very interested in the Canadian Armourers' badge and asked to have a photograph of one forwarded to his headquarters. He was heard to say jocularly: "After all these years this badge indicates harmony at last between the gunnery and torpedo worlds!"

The experience gained by the Canadian team, which works very closely with the ship's staff and gun-mounting experts from Vickers-Armstrong Ltd., will be invaluable when fitting-out new construction ships in Canada.—R.J.F.D.

'MYSTERY SHIP' IDENTIFIED AS VESSEL WITH VARIED CAREER

THE "MYSTERY SHIP" photograph published in the August issue of "The Crow'snest" raised a considerable amount of interest; some dozen people who knew the clipper-bowed vessel in earlier years wrote to the Naval Historian providing much information and a few photographs.

One thought it might be the old sloop *Shearwater*, another, the patrol ship *Hochelaga*, and another correspondent thought she was the Victoria-based cable ship *Restorer*. Another remembered her as the *Moonlight Maid* that graced the port of Vancouver in the twenties. (He is quite right.) The others all agreed that she was HMCS *Stadacona* (1915-1920) and provided some interesting photographs to prove it.

The 168-foot steel yacht was commissioned under the White Ensign at Halifax August 13, 1915, as HMCS *Stadacona*, commanded by Lieut. H. G. Jarvis. (There was no *Stadacona* ashore until 1923.) The ship, formerly the SS *Columbia*, had been built at Philadelphia in 1893 and the RCN purchased her for war service in 1915. She spent the whole of her war career in anti-submarine patrol and convoy duty off the Nova Scotia and Newfoundland coasts, being based on Halifax and Sydney. In 1917, while under the command of Lt.-Cdr. R. A. Barber, she was fitted out for and served as a senior officer's ship for the Commodore of Patrols, Commodore Sir Charles Coke, RNR. She mounted a 4-inch QF gun forward and a 12-pounder aft.

In the spring of 1919, it was decided to send some of the trawlers to the West Coast for service and the *Stadacona* was to go along as escort. Halifax was

cleared March 13, 1919, and by mid-May, the *Stadacona* was reported off the California coast with her charges HMC Ships *Armentieres*, *Givenchy*, and *Thiepvál*. On the 20th, off the Oregon coast, the little squadron steamed into a nor'west gale that forced the ships to heave to. In the pounding that followed, the *Stadacona* lost her rudder. It was August 3 before she reached Esquimalt. She was paid off to the Fisheries Protection Service March, 31, 1920, and was taken over by the Department of Marine and Fisheries in 1922.

Two years later CGS *Stadacona* was sold into private hands and from that time on the old ship, back in her role as a palatial yacht, had a most varied career.

It seems she became the *Kyukuzmt*, a name as obscure as her record as a "mother-ship" to small, fast craft that for some reason or other dashed back and forth from the ship to the California coast.

Back in Vancouver Harbour, she was styled *Lady Stimson* and after that, flying the burgee of the Royal Vancouver Yacht Club, she and the *Vencedor* were well known in the vicinity of Coal Harbour. By this time (early thirties) she was the *Moonlight Maid*.

In point of years, the *Stadacona* seems to have weathered the climatic and economic gales of half a century about as well as the RCN's *Acadia* and *Charny*. There is evidence that long before her Canadian service she sailed under the flag of the United States Navy as the gunboat USS *Wasp* in the Spanish-American War. It seems, too, that during the Second World War she returned to our neighbour to the south for towing duty on the Alaska run. She was broken up at Seattle in 1948.

SHIPS ACQUIRE NEW CAPTAINS

Changes in command of a number of ships have been announced in recent weeks. They included:

Lt.-Cdr. J. J. Coates to the coastal minesweeper *James Bay*, succeeding Lt.-Cdr. G. R. Smith, who has been appointed Assistant Director of Personnel (Officers) at Headquarters;

Lt.-Cdr. Christopher G. Smith, to the coastal minesweeper *Comox* and as commander of the Second Canadian Minesweeping Squadron, succeeding Cdr. James V. Steele, who was appointed Deputy Director of Sea Lines of Communication at the headquarters of the Supreme Allied Commander, Atlantic, Norfolk, Virginia;

Lt.-Cdr. D. S. Bethune to the Algerine coastal escort *Wallaceburg*, succeeding Cdr. F. J. Jones, who has been appointed naval member of the Joint Intelligence Staff, Ottawa;

Lt.-Cdr. Noel D. Langham to the coastal minesweeper *Resolute*, succeeding Lt.-Cdr. J. L. Panabaker, who was appointed Staff Officer (Mine Warfare) to the Director of TAS and Mine Warfare at Headquarters.

In addition to the foregoing, Lt.-Cdr. H. E. T. Lawrence, commanding officer of the Algerine coastal escort *Portage*, was appointed commander of the 11th Coastal Escort Squadron, a post in which he succeeded Cdr. Jones.

WEDDINGS

Leading Seaman David Cake, Albro Lake Radio Station, to Miss Patricia Moore, Ottawa.

Able Seaman Roland Louis Cyr, Ontario, to Miss Eleanor May Barrett, Saskatoon.

Leading Seaman Roger Desmeules, Iroquois, to Miss Florence Gisoaurd, Lancaster, N.B.

Able Seaman Albert Frye, Buckingham, to Miss Patricia Isabel Davis, Digby, N.S.

Able Seaman George McIntosh, New Liskeard, to Miss Sylvia Trim, Liverpool, N.S.

Able Seaman Ronald McIntosh, Buckingham, to Miss Glenda Stark, Digby, N.S.

Lieutenant (SB) James Lyall Wightman, Naval Headquarters, to Mrs. Margaret Brett Morrison, Brampton and Ottawa.

BIRTHS

To Chief Petty Officer John Bing, Naden, and Mrs. Bing, a son.

To Lieutenant James Clapton, *Queen Charlotte*, and Mrs. Clapton, a daughter.

To Lieutenant-Commander A. M. Cupples, Naval Headquarters, and Mrs. Cupples, a son.

To Able Seaman William Finnigan, Albro Lake Radio Station, and Mrs. Finnigan, a son.

To Chief Petty Officer Arthur Hannaford, Albro Lake Radio Station, and Mrs. Hannaford, a son.

To Leading Seaman Murray Lanigan, *Stadacona*, and Mrs. Lanigan, a daughter.

To Leading Seaman G. W. Rhodes, Buckingham, and Mrs. Rhodes, a son.

To Chief Petty Officer L. A. Simpkin, *Shearwater*, and Mrs. Simpkin, a daughter.

To Leading Seaman E. R. Spence, Buckingham, and Mrs. Spence, a daughter.

The New Depot At Longueuil

A NEW and vital component of the Royal Canadian Navy's shore-support facilities, the \$1,725,000 Naval Armament Depot on a 50-acre site at Longueuil, near Montreal, was officially opened on Friday, September 2.

Representing Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, at the opening ceremonies was Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services. He was honoured by the turn-out of a Naval veterans' guard, all employees of the Armament Depot. Among the guests were Commodore Paul B. Earl, Naval Officer-in-Charge, Montreal Area, and His Worship the Mayor of Longueuil.

Admiral Knowlton spoke of the opening of the depot as a step of major significance in the planned development of the Royal Canadian Navy.

"I suppose one could say, broadly speaking, that the development of a Navy concerns four main functional activities—the development of ships, the development of aircraft, the development of efficient support facilities ashore and the development of efficient personnel.

"It has been our aim in the RCN, as we progress to try and keep our development in balance," Admiral Knowlton said. "Thus, concurrently we have a major shipbuilding program, we have a program for the replacement of aircraft, we have established and are continuing to provide the most up to date training facilities for our personnel and, last but not least, we are not neglecting the provision of adequate support facilities ashore, of which this Armament Depot here in Longueuil is such a striking and noteworthy example."

He recalled that the Naval Armament Depot was previously located in an aircraft hangar acquired by the RCN at the RCAF Station, St. Hubert, in 1945. Increased international tension following the outbreak of the Korean war and the resultant increase in the Canadian defence effort made it apparent that the accommodation would soon be inadequate for the Navy's needs and, moreover, would be required by the RCAF for their expanding activities.

Accordingly, in 1952, the Navy obtained a new site, formerly the Artillery Proof Establishment, at Longueuil. Here has been erected the new depot which will provide employment for 275 employees in addition to technical officers and technicians.



An unusual feature of the opening ceremonies for the Naval Armament Depot at Longueuil in September was the parading of a veterans' guard, made up of employees of the depot. Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services, is seen inspecting the guard. He is accompanied by Jack McKelloch, in charge of the guard, and Ord. Lt.-Cdr. C. A. Stirling, superintendent of the establishment. (ML-3315)

Admiral Knowlton described the function of the depot as follows:

- (a) It acts as a back-up storage and supply depot for the coastal Armament Depots at Halifax and Esquimalt;
- (b) It acts as a marshalling point for new production armament equipment as it is delivered from industry.
- (c) It acts as an issuing depot for all new ship construction and conversion equipment in the St. Lawrence and Great Lakes area.

Admiral Knowlton considered that the chosen site in the greater Montreal area admirably fulfilled these functional requirements.

In conclusion, the admiral suggested that in the new establishment, Ordnance Lt.-Cdr. C. A. Stirling, the superintendent, had been given the tools to do a good job.

"I am sure that all present here today join with me in wishing Lt.-Cdr. Stirling and all personnel serving under him every possible success."

The new structure was designed to standards specified for armament depot work. Two 30-ton overhead cranes service 600 x 60-foot bays and two 10-ton cranes service 300 x 60-foot areas.

The workshop areas for painting, grit-blasting and cleaning are at the south end of the 300-foot bays, while the heavy and light gun mounting sections,

underwater weapons and testing areas are located in the centre of the 600-foot bays.

Machine, electrical, small arms and fire control ships, general stores, draughting and armament supply offices are in adjoining buildings and are connected to the warehouse and shop areas by a central corridor. A modern cafeteria is on the mezzanine floor and is capable of handling 200 employees at one seating.

Train and truck docks across the width of the new building will accommodate six railway cars and two trucks at any one time. The motor transport section has 17 vehicles, including warehouse trucks. Heavy moving equipment and modern stock location and handling methods ensure area deliveries and shipments within 24 hours of receipt of orders.

The building and area were accepted from the contractors last May and the depot moved from St. Hubert over a two-month period, completing the move by the end of July. During this time 833 truckloads of equipment, weighing about 20,000 tons, were relocated in the new site.

The depot has the three main functions of maintaining a constant level of serviceable armament, receiving, checking and trans-shipping material received off-contract, and the installation of armament in ships converting or building in the Quebec and Ontario areas.

AN ODE TO THE 'SAUCY SALLY'

OF ALL the Governors General of Canada none has travelled so far or visited so many remote outposts in ships of the Royal Canadian Navy as the present one, His Excellency the Rt. Hon. Vincent Massey.

He is also probably the first Governor General of Canada who ever composed an "ode" to a small craft of the RCN, something which came about as a result of his two voyages in late summer, one to northeastern Newfoundland and the other to St. Lawrence River and Gulf ports in the frigate *Buckingham*.

Because of her duties as training ship for HMCS *Cornwallis*, the *Buckingham* has earned the nickname of "*The Fundy Flyer*", but it is doubtful whether this name will ever become as famous as the one he bestowed on her motor cutter, the "*Saucy Sally*". It was to her that His Excellency dedicated his ode.

Not many of the ports visited had facilities for berthing a 2,400-ton warship. That is where the "*Saucy Sally*" entered the picture. She was the link between ship and shore for the vice-regal party — a rather lively link at times, but one that never faltered in the performance of her duties, despite her coquettish appearance. For she had been made really "tiddley" by the ship's company. Her brass and paintwork gleamed and she was adorned with fringes of fancifully worked canvas.

The ports visited during His Excellency's first cruise at the end of August were Botwood, St. Anthony, which is headquarters of the world-famous Grenfell Mission, Twillingate and Lewisporte. During the second cruise, which began in Montreal in early September, the *Buckingham* called at Sorel, Magdalen Islands ports, Rimouski, Riviere du Loup and Quebec City.

There were times when the frigate was obliged to anchor well out from the shore and occasionally the going was rough for the "*Saucy Sally*". This was particularly true during the run to and from Entry Island in the Magdalenes. But every time the little craft took His Excellency from and to the ship without faltering, to the delight of the vice-regal party and much to the relief of the engineering officer, whose responsibility it was to keep the "*Saucy Sally's*" engine ticking over smoothly.

It was the superb performance of the motor cutter during the rough passage to Entry Island which inspired His Excellency to write a poem dedicated to the "*Saucy Sally*". And here it is:



His Excellency the Governor-General was inspired by the efficient performance of the *Buckingham's* motor cutter to write an ode to the "*Saucy Sally*". He is shown here waving goodbye from the "*Saucy Sally*" to the people of Twillingate, Newfoundland. Directly behind him is Lt.-Cdr. Esmond Butler, RCN(R), assistant to the secretary to the Governor-General. At his left is Capt. Adam Butler, ADC, and, almost hidden by the latter, is Lionel Massey, secretary. (National Film Board Photo.)

ODE TO THE SAUCY SALLY

*On board the frigate Buckingham there hung a little craft
As nimble as a kayak, as buoyant as a raft;
The passengers admired her; travelled in her at each stop
And called her "Saucy Sally" with the fringe on top.*

*For she carried very proudly a magnificent decor—
A fringe she had amidships, and also aft and fore.
The passengers adored it—what the actors call a "prop"—
And they loved the "Saucy Sally" with the fringe on top.*

*When we called at Entry Island the wind grew even stronger
And our journey to the jetty seemed long and getting longer.
We whispered soft as seas grew high and spirits took a drop—
What about it, "Saucy Sally" with the fringe on top?*

*But she did her duty nobly, and never let us down,
Returned us to the Buckingham and how she went to town!
The waves she scorned superbly, with a jump and skip and hop—
So thank you, "Saucy Sally" with the fringe on top.*

—VINCENT MASSEY.

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS *Venture*

With the return of the senior cadets in September, *Venture* took to the air. Fifty-one cadets in four classes each spend one day a week at Patricia Bay airport doing basic flying under the direction of the Victoria Flying Club. The chief flying instructor, Dave Filby, and his assistants, Michael Sealey, Art Smith, Glen Lamonte, and Gordie Jeune are putting the "air executive" cadets through their paces in the 85 hp Fleet Canucks.

After an average of nine hours dual instruction, most of them are expected to go solo. The total course lasts 30 hours as far as flying is concerned (12 dual, 18 solo) but half of each day spent at Pat Bay is given over to "Ground School"—a vital part of any pilot training.

The big highlight of the course, following the first solo, is a cross-country trip. There's an hour and a half dual one to begin with, and then a three-

hour solo effort from Pat Bay to Comox, with a landing at Nanaimo on the return leg.

The course completed, each cadet will receive a detailed assessment of his ability in all phases of flying, turns, recovery from stalls, landings, take-offs, general airmanship, etc. Those who pass muster will be ready to move off to the U.S. Naval Air Station, Pensacola, Florida, for their full pilot training, just as soon as their second year at *Venture* is over.

The enthusiasm is terrific and already reports are coming through that the cadets are taking to the air like ducks to water.—D.J.W.

HMCS *Porte Quebec*

During the past 12 months, the *Porte Quebec*, which has put a tentative claim forward for the title of "Workhorse of the Pacific Command", has completed a variety of duties.

These included working with the Department of Health in X-ray survey in the Queen Charlotte area; duties with

the Pacific Naval Laboratory; working with other ships of the command on UNTD summer pilotage training; officiating at the Swiftsure Race, the Bellingham predicted log race, the Pacific International Yachting Association meet at Port Townsend and transportation for the Pacific Command Rifle Association and the Pacific Command Golf Association. The *Porte Quebec* also met returning ships with customs and mail.

Ordnance School

August and September were busy months at the Ordnance School from the point of view of outside activities.

Firstly, there was all the preparation of displays and equipment for shipment to Vancouver and the Pacific National Exhibition, with several members of the staff going along to care for, and explain, the operation of the equipment to the public.

Secondly, there was the *Naden* Children's Fair where Ordnance looked after the train ride. The 10 men in the 11th Armourers Mates' Class were decked out as clowns and ably assisted in the operation of the train and amusement of the children in general.

Ord. Lieut. Les Wood has joined the school on staff from the *Haida*. Petty Officers Alex Hogg and Martin Caine have left to join the *Ontario*. PO Eric Still has joined the staff from *Stadacona*. Chief Petty Officers John Pinkney and Elwood MacDonald were to join the staff from the *Sussexvale* and *Jonquiere*, being relieved by CPOs Munro Brookes and Lloyd Johnston respectively.

Wren Agnes Gemmell, the school's one and only Wren Armourers' Mate was transferred to the RCN and went to *Cornwallis* for a course before returning to the school to complete the Mate's course.

Communication Training Centre

PO William Goronuk recently joined the staff of *Naden's* Communication Training Centre after 31 months in *Cayuga*. Arriving from the Communication School at *Cornwallis*, CPO George Mannix had a brief stay in *Naden* before joining the *Cayuga*.

Lt.-Cdr. M. A. Considine, formerly Staff Officer Communications, dropped in to make his farewells before his departure to Ottawa. The school wishes him the best of luck in his new post.



It may take a real oldtimer to identify this picture. Because it was found in a collection of Canadian naval photographs, there is a possibility that this sad incident occurred on Canadian shores. The forlorn ship in the foreground looks not unlike one of those stout little three-masted sloops which served well into the 20th century in remote parts of the world because of their independence of coaling stations. Might she be the *Algerine* or *Shearwater* or *Egeria* on the Esquimalt Station? Or perhaps *HMS Fantome* out of Halifax?

Cd. Comm. Off. H. H. Tate, officer-in-charge, CTC, is in Halifax taking a course and CPO Thomas MacIntyre is temporarily in charge.

Navigation Direction Training Centre

With Reserve and Cadet training over, the Training Centre at *Naden* can look back on a busy summer schedule. The return to normal routine was heralded by the commencement of RP2, RP3 and QM3 classes in September.

Six men successfully completed RP3 during the month.

Petty Officers Richard Bridges and Robert Cooke have left the instructional staff with the former taking pre-PRI training in *Stadacona* and the latter returning to join the *Ontario*.

Mechanical Training Establishment

During August the Mechanical Training Establishment at *Naden* took part in various extra-curricular activities, firstly in preparing the "Machine that Moulds Men for the RCN", which proved an attraction on Navy Day, and then at the *Naden* Children's Fair Day, when they were responsible for the pony ride which was enjoyed by countless happy children.

During the month the following courses commenced: Conversion E9, Higher Technical Trades Course E3, Post Entry Engineering Artificers E3, Intermediate Technical Trades Course E13, and Basic Technical Trades Course E13. There was a total of 140 engineering personnel under training during the month.

The establishment welcomed Lieut. (E) George Dufour who has joined the staff after a period spent at Naval Headquarters. At the same time it has wished goodbye to its one and only Wren, Ellie Barr, who was drafted to Montreal.

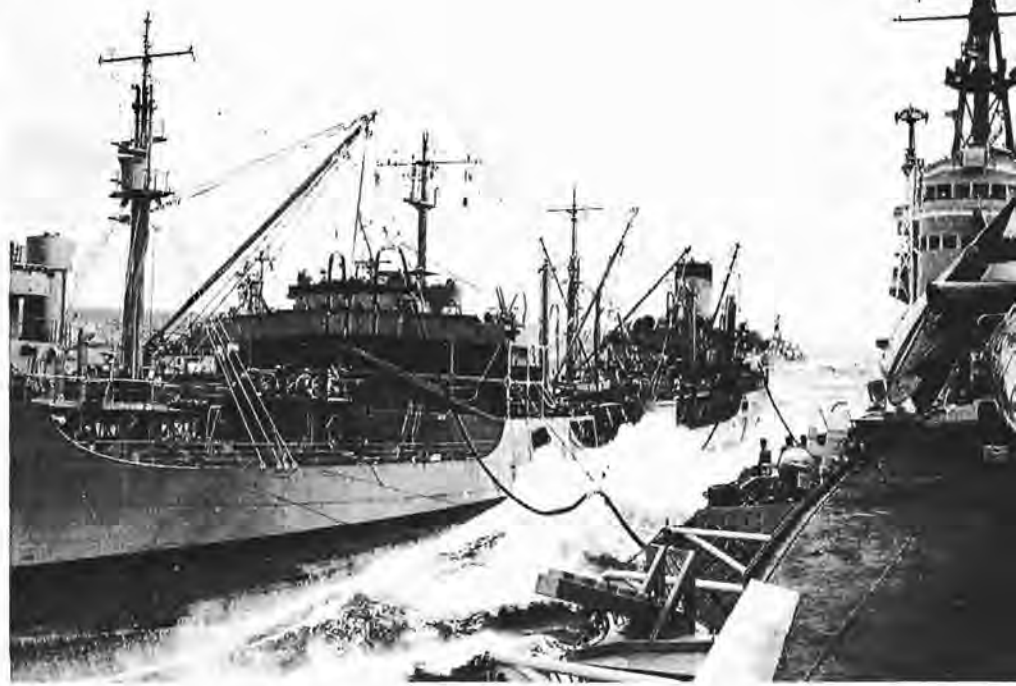
Lieut. (E) Victor Jones has left MTE, having been appointed to *Malahat*.

At present, MTE is preparing to move into new quarters in the recently-vacated Supply School, which will now be known as the Mechanical Training Establishment Administration and Classroom.

TAS Training Centre

Lieut. (TAS) A. A. Butchart recently joined the staff of the TAS Training Centre from TAS School, *Stadacona*.

PO William Roberts, Ldg. Sea. William Robinson, and Ldg. Sea. Charlie Gowen operated the mining tank display at the Pacific National Exhibition in Vancouver. This display was reported to have been most successful and



During NATO Exercise New Broom IV, the *Magnificent* and her destroyer screen rode out a three-day gale in the North Atlantic. The sea was still rough when the exercise ended on September 14, as may be observed from this picture of the "Maggie" oiling on that day from the fleet oiler *USS Nantahala*. Also visible is the new commodore's bridge, fitted above the compass platform of the carrier's island. (Mag-6584)

created considerable interest among the many visitors.

During August, 54 TD3s Qualifying were under instruction. A total of 13 men were rated TD3 and will shortly be going to sea.

ATLANTIC COMMAND

HMCS *Buckingham*

In August and early September the *Buckingham* had the honour of acting as vice-regal yacht for His Excellency the Governor General on two tours, one to northeastern Newfoundland, and the other to St. Lawrence River ports. Departing from Digby on August 24, the *Buckingham* proceeded northwards along the west coast of Newfoundland, through the Straits of Belle Isle and down the picturesque Bay of Exploits to Botwood.

The little town was alive with excitement in anticipation of His Excellency's visit, and at noon the vice-regal party arrived. After a brief visit to the local hospital, Canadian Legion post and schools the Governor General came on board putting all hands at ease with his engaging smile and friendly manner.

The party included his secretary, Lionel Massey; Lt.-Cdr. Esmond Butler, RCN(R) assistant to the secretary, and Captain Adam Butler, QOR, Army

ADC. Also embarked were four members of the press and CBC television.

The *Buckingham* left Botwood on Saturday, August 27 and arrived at St. Anthony the following morning. This outpost is a community of some 2,000 inhabitants and is headquarters of the world famous Grenfell Mission, with its chain of small hospitals in lonely communities in Newfoundland and Labrador.

Several of the ship's officers were entertained at the luncheon given for His Excellency and in return brought a number of the staff to the ship for a brief visit. The next day, the *Buckingham* visited Twillingate Island and later in the afternoon entered Lewisporte harbour to the accompaniment of gaily decorated fishing craft whose occupants fired salutes from shotguns.

The Governor General returned to Ottawa by RCAF aircraft for a brief respite while the *Buckingham* steamed at high power to Montreal in preparation for His Excellency's second cruise. The ship's company took full advantage of their stay in the big city.

His Excellency was re-embarked with his staff on September 2 and the ship sailed for the Magdalene Islands, stopping at Sorel for a few hours on the way.

The Governor General was entertained on board at a mess dinner in the wardroom on Saturday evening.

The visit to Entry Island in the Magdalenes and the subsequent passage ashore in a heavy sea inspired His Excellency to dedicate a "poem" to the *Buckingham's* motor cutter. Later that day a brief visit was paid to Amherst Island.

Short calls were made at Rimouski and Riviere du Loup en route to Quebec City. His Excellency disembarked at Quebec City on September 7, and was bid adieu by three cheers from the ship's company.

The *Buckingham* said farewell to her first Captain on the following morning as Lt.-Cdr. J. W. Roberts left for the RCAF Staff College at Toronto. He was succeeded by Lt.-Cdr. T. E. Connors, who for the past year has been a member of the International Commission for Supervision and Control of Indo-China.

The *Buckingham* arrived back at her home port of Cornwallis on Wednesday, September 14, and preparation began for her annual inspection by Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, on the following Saturday. All members of the ship's company agreed that the nickname of "The Fundy Flyer" was well earned.—G.H.H.

HMCS Algonquin

Between early May and mid-August the *Algonquin* underwent her annual refit in Lauzon, Quebec. During most of this period the ship was uninhabitable, so the ship's company went out

to lodgings in the town, and during the summer a great many got to know and like Levis and its bigger neighbour, Quebec City.

A busy week was spent alongside in Halifax, storing ship and attempting to get things working again after the long period of enforced idleness, and indoctrinating the large number of men who had joined the ship during refit. However all was in readiness for a sortie with the other three ships of the First Canadian Escort Squadron on August 22.

The object of this trip was to work-up *Algonquin* and the three frigates *Prestonian*, *Toronto* and *Lauzon* in preparation for the NATO fall exercises. HM Submarine *Alderney* was along for "pinging" practice and, at the end of the week, everyone in the ship had something to show for his advanced state of fatigue. The ships operated in the Gulf Stream just south of Halifax during this period.

The next week alongside was another period of storing, planning and training for NATO Exercises New Broom IV and Sea Enterprise. Finally, the ship and her companions sailed on September 4, with an expectation of 24 continuous days at sea and of no sign of land until the coast of Norway appeared on September 28.

The long period at sea appeared an excellent opportunity for a beard-growing contest. A committee of non-participants established by secret ballot, that the winners among the many con-

testants were PO A. K. Mitchel, with the longest and scruffiest, and AB W. J. Mazzerolle with the neatest beard. AB M. G. Kelly was also given a prize for having tried the hardest.

The exercises themselves progressed largely as planned, except that, owing to bad weather in the Atlantic, the four destroyers of the carrier screen had to go to Londonderry for fuel. The stay lasted only a rainy four hours, between 2000 and midnight, so no one got ashore to fraternize with the locals.

The ships entered Trondheim Harbour Norway, on September 28 as planned, for some very welcome relaxation after a strenuous month.

HMCS New Liskeard

Many Canadians are unaware of the scenic beauty and generous hospitality to be encountered in our own vast country. This was evidenced during the *New Liskeard's* seamanship training cruise to Prince Edward Island in late August, for most of those on board had never visited this fair island.

It is interesting to note that since the visit the nine *New Liskeard's* whose homes are in P.E.I. have seldom been referred to as "Spud Islanders". This rather trite cliché has died a peaceful death on board, against the memories of an enjoyable visit and of a sincere welcome in Charlottetown.

Also memorable is the sight of the island panorama under clear August skies, as seen from seaward. The sandy beaches, the characteristic red earth, the deep green of trees lining fields of lighter shades and surrounding neatly painted homes and all encompassed by the blue of sea and sky, presents an inviting aspect rivalling the more publicized beauty spots of Canada.

Although partly shrouded in mist and showers, the rugged coast of Cape Breton Island revealed a number of peaks among which was a singularly rounded one identified from the navigational chart as Sugar Loaf Peak, whose setting was in sharp contrast to that of the Sugar Loaf Mountain of Rio de Janeiro.

HMCS Huron

During the summer months, the *Huron*, under the command of Cdr. J. C. Pratt, was engaged in the training program for University Naval Training Division Cadets. On Cruise Able, in company with the *Quebec* and *Iroquois*, she visited Philadelphia and San Juan, Puerto Rico, while on Cruise Baker, Eastport, Me., Argentina, Newfoundland, Charlottetown, P.E.I., and Boston were her ports of call.

On August 8, Cdr. R. A. Webber assumed command of the *Huron* and took



Wheel hard aport, Wren Edythe Morris, of Saint John, N.B., and Ord. Wren Joan Hartley, of London, Ont., go for a spin in a 1905 Cadillac at the CNE. (COND-1957)

over his duties as Commander of the First Canadian Destroyer Squadron, which was formed on that day. The formation of HMC Ships *Huron*, *Haida*, *Micmac* and *Iroquois* into CANDESRON ONE is in itself worthy of special note since it represents the first occasion in the history of the RCN in which her destroyers have been organized as one complete squadron.

With 12 cadets from Collège Militaire Royal de Saint Jean embarked, and in company with *Crusader* and *Haida*, the *Huron* sailed from Halifax to rendezvous with the *Magnificent*, wearing the broad pennant of the Senior Canadian Officer Afloat (Atlantic), *Quebec* and *Micmac* off Nantucket Light. The five RCN ships then set course to arrive at New York on August 18th where they remained until August 22.

On return to Halifax the ship's company busily set about the task of getting squared away for the coming NATO exercise and rather extensive autumn cruise and on Sunday, September 4, the *Magnificent*, with the First Canadian Destroyer Squadron and the First Canadian Escort Squadron, sailed from Halifax to take part in exercise New Broom IV. For the seven-day exercise the four destroyers, with the *Magnificent*, were organized as a hunter-killer group and had more than their share of opportunities to mix it up with the "enemy" submarines.

Air Maintenance School

In order to meet the requirements for experienced land search and rescue experts at the RCN Air Station, *Shearwater*, the Safety Equipment and Aircraft Control instructors with student personnel from the Naval Air Maintenance School have, on two occasions this year, gone into the woods armed with little more than suitable clothing, a blanket and "K" type survival rations.

The first detail was flown out by one of the RCN's Piasecki helicopters and dropped into a wooded area 20 miles east of the air station. The party was then left to use its own resources in locating the fictitious site, where they were to administer aid and effect rescue of an imperiled aircrew. Make-shift hunting and fishing gear provided the team with several trout and a huge porcupine to augment their meagre rations. The point of rescue was reached in approximately four hours.

Some weeks later, during the rainy season, the Second Exercise "Bushman" was ordered. This detail was transported by truck to a point where eight miles of heavily wooded area separated them from the "crash". Visibility, lowered considerably by rain and fog, pre-

cluded an air search; but the land search and rescue party located their objective only two hours later.

Both exercises proved to be highly successful, since all participants learned a great deal about survival, woodcraft, map and compass reading, and the use of ground-air emergency signals. The two-day exercises will, it is hoped, help to swell the ranks of experienced search and rescue personnel who can be called upon, in emergency, to render very valuable services to downed aircrew, or lost hunters and fishermen.

The exercises were under the direction of Lt.-Cdr. J. M. Burns, of Toronto, who was assisted by Petty Officers Kenneth Day, of London, Ont., William Antle, of Coleman, Alta., and Peter Johnson, of Portsmouth, England, and Ldg. Sea. James Mills, of Sarnia, Ont.

HMCS Haida

The *Haida* departed Halifax September 5 and proceeded to sea for exercises New Broom IV and Sea Enterprise. Many new faces were to be seen on board as over 25 ordinary seamen had joined the ship. They were to receive their first sea training and when they had passed their seamanship exams would be marked trained and be ready for promotion to able seamen.

CPO E. A. Rigby, one of the *Haida's* veterans, has been drafted ashore to *Stadacona*. CPO Rigby served as coxswain during the last tour to Korea and during the spring exercises. CPO K. R. Rae, formerly the buffer, has taken over as coxswain.

A heavy program of seaman training is underway which includes ordinary seaman and candidates for P2 and C2 squadron boards.

During August four new names were inscribed on the ships bell in honour of the christening on board of George Anthony Cotaras, Blair Maitland Hunter, Terilyn Leslie Wood, Michael Aristin Radford.

The *Haida's* mascot "Stokes" was drafted ashore prior to departure. He has completed his year's seetime as EM V, Trade Group Zero.

HMCS Iroquois

Following a leave and maintenance period on her return from the Far East, the *Iroquois* left Halifax on a shake-down cruise to Bermuda. This completed, she was again absent from the home port from mid-May till mid-June, and for the month of August participated in UNTD training cruises Able and Baker, in company with the *Quebec* and *Huron*. Included in the former exercise were visits to Philadelphia and

San Juan and in the latter to Boston, Argentina and Charlottetown.

On August 8, a new commanding officer was appointed to the *Iroquois*. Cdr. D. L. Hanington, DSC, replaced Cdr. M. F. Oliver who had been appointed to the staff of the Director of Naval Organization at *Bytown*.

In mid-August a further trip to Bermuda was foiled by weather which forced the ship to return to Halifax to repair upper deck damage in time to sail again at the end of the month, with qualifying classes of TAS instructors and TDs, borne for exercises with HMS *Astute* in the Gulf Stream.

HMCS Toronto

Since completing her annual refit and trials at the middle of April, the *Toronto*, under the command of Lt.-Cdr. A. H. McDonald, has been continually busy. She went first to Bermuda for exercises with the *Algonquin* and *Buckingham*. Later the *Toronto* replaced the *Buckingham* at Digby for new entry training.

On the way back from Bermuda, the *Toronto* played a major part in the rescue of a man who had fallen from a U.S. aircraft. Guided by other aircraft which were circling the man, she led an Air Force crash boat to the scene.

July was notable for a visit to Montreal, in company with the *Prestonian* and *Lauzon*. The ship's company is still a little dazed from the juvenile invasion on visitor's day. Although they have been assured that there could not really have been thousands of children aboard that day, they are still inclined to regard this the climax of three strenuous months' activity.

Navigation Direction School

There were several staff changes at the Navigation Direction School in *Stadacona* during the month of September.

Lieut. (N) Norman S. Jackson has been appointed to the *Crescent* on commissioning. Lieut. Stanley Dee came from the *Magnificent* to replace Lt. Jackson. Instr. Lieut. Terrence Hicks has been appointed to the *Ontario*. Lieut. (D) M. F. Slcombe is now employed temporarily in the school.

PO William Caton has just returned to the school from *Niobe* where he successfully completed a PRI course. PO Caton will be employed as an instructor.

RP3 "BI" Class successfully completed its final exams. Ord. Sea. Leonard Edmunds received top honours, with Ord. Sea. Arnold Brown in second place. Others completing were Ordinary Seamen Ronald Allen, Terrence Haley, David Laszewski, Donald Topping, Glen Robertson and Charles Waring.



British warships descend on Port Royal. (HS-37519)

THE SECOND BATTLE OF PORT ROYAL

This Time Invaders (and Defenders) Came from Cornwallis

ON THE MORNING of September 24, 1710, a force of 30 British warships* and transports sailed into the Annapolis Basin in heavy weather and anchored just above Goat Island. The force, consisting of over 2,000 men under the leadership of General Nicholson, had been sent by Queen Anne to take the French fort at Port Royal, which is the present site of Annapolis Royal.

M. Subercase, the governor of Port Royal, found himself in desperate straits. He was outnumbered ten to one, promised supplies had not arrived and he was low on food and ammunition and, to add to his misery, the fort was full of women and children who had fled there at the first sign of the British Fleet. Many of the 200 men that he did have were farmers and privateers, untrained and undisciplined. The British advanced on the fort on September 26. The battle lasted for six days, and at the end of that time M. Subercase surrendered Port Royal to the British.

On August 2, 1955, Annapolis Royal again resounded to the boom of cannon and the war whoops of Indians. Once again, through the flash of cannon and musketry fire and the acrid smell of powder smoke, a British general led his redcoats up the slopes by Allian River, while the guns of the fort blasted

at them. This time, however, there were no casualties.

Under the energetic leadership of Cdr. E. T. G. Madgwick, then executive officer of HMCS *Cornwallis*, assisted by Lieut. E. E. Moore, Parade Training Officer of *Cornwallis* and Cd. Writer Officer A. L. Hayley, the battle for Port Royal was re-enacted to celebrate the 350th anniversary of the founding of Annapolis Royal. Lieut. L. J. Parry was in charge of the guns and Lieut. D. N. Mainguy was responsible for acquiring most of the historical data

that was necessary for the presentation. The tremendous job of making more than 200 uniforms fell to Cd. Bos'n J. J. Robinson. Lieut. R. A. C. Whyte supervised details of renting other costumes and accessories.

For over a month beforehand the shipwright staff of *Cornwallis*, under the direction of CPO J. P. Doucett, and assisted by CPO Albert Hurtubise, had been preparing two cutters and a yard craft for the battle. Plywood served to build the high poop decks and fore-castles of eighteenth-century vessels;

Defenders of the fort—a Micmac and a French woodsman. (HS-37528)



* The naval force, under Captain George Martin, RN, (HMS *Dragon*), consisted of: *Dragon*, 50 guns; *Falmouth*, 50; *Chester*, 50; *Feversham*, 36; *Lowestoft*, 32, and *Star*, bomb.—Ed.



Queen Anne's men came marching. (HS-37521)

masts with tightly furled sails were rigged, and mortars were mounted in the two cutters. In the yard craft Lieut. Parry mounted two old brass cannon that had actually been used at that time. The two mortars fired thunder flashes, while the two cannon were each loaded with eight ounces of black powder.

The three craft made an impressive and authentic picture as they were towed up the channel on the morning of August 3. Lieut. M. A. Carey was in charge of the yard craft, and Lieut. R. J. K. Hamilton and PO Desmond Harris commanded the two cutters. All three of the vessels were manned by Midshipmen (Air) from the base. PO James Russel, PO Harold Green and PO Leonard Stagg took charge of the guns.

Tourists from all over Canada and the United States had been gathering in Annapolis for more than a week before, and the park in which the fort is situated was covered with spectators. It was estimated that more than 6,000 people witnessed the mock battle.

At 11 a.m. the two bomb ketches and the brig began firing on the fort, and flame and smoke belched from its walls as the fire was returned. Lieut. J. A. Arnott, of *Cornwallis'* P & RT staff, was in charge of the fort defenders. Within the stockade were 50 women and children under Mrs. C. E. Bandy, and 50 men of *Vancouver* division dressed as soldiers, privateers and farmers. The gun crews under Lieut. Parry were made up of cadets from Collège

Militaire Royal, in *Cornwallis* for summer training. CPO Reginald Pitt, in the brilliantly-coloured blue uniform of an eighteenth-century French general, played the part of M. Subercase, governor of Port Royal.

For several moments the fort and the boats continued firing at each other, and smoke billowed over the water. A few minutes after 11 a detachment of 150 British, under Lt.-Cdr. T. F. Owen

assisted by CPO Duncan Kennedy, CPO Douglas Miller, PO Peter Moskven and PO Kenneth Graham made an appearance on the other side of the river. With drums beating, bugles blaring and banners flying, Lt.-Cdr. Owen's force advanced to the site where Allen's mill had stood, while the guns of the fort fired upon them.

While the fort was engaged with these "distant forces", a band of 40 Indians crept up under the lee of the hill upon which the fort stood, and prepared to attack. The Indians were actually visual communicators from HMC Communications School and four PTIs under the direction of Cd. Comm. Officer J. H. Ellerton. As Lt.-Cdr. Owen's force moved out of sight, the Indians, smeared with mud and gaudily painted, whooped over the hill brandishing bows and arrows and swept down upon the fort.

To the spectators gathered around the fort, it was a realistic and awe-inspiring sight. Armed with tomahawks, the Indians advanced to the walls of the fort, where they were repelled by the defenders, waving their cutlasses and muskets. Amidst the din, and confusion caused by the gunfire, smoke, yelling Indians, crying children and hysterical women, Lieut. Parry gathered together a mixed force of soldiers and farmers, and a sortie was made from the fort. After hot fighting on both sides, the Indians were routed.

In 1710 the detachment from the fort was driven back by a squadron of Grenadiers under Paul Mascarene. In 1955 the Grenadiers were there again,



Cold water for the wounded. (HS-37529)

dressed in the bright red coats and tight-fitting white breeches of the eighteenth-century British soldier. This time they were under the direction of Lieut. Mainguy. While their fife and drum band played "The British Grenadiers", the men, all New Entry Trainees from *Cornwallis*, advanced on the fort. They kept up a steady fire all the way. After the front rank had fired a volley, they dropped to their knees to re-load, while the rear rank fired over their heads. Then both ranks moved to advance a few yards to repeat the manoeuvre. They succeeded in driving the French back into the fort, and then entrenched themselves.

While the fighting was going on, Mrs. Bandy and the other women in the fort played a realistic part—comforting the children, helping the wounded, bringing water to the gun crews and loading the muskets. As more and more of the men in the fort fell, the women took over some of the guns. All the ladies had done an excellent job in providing themselves with the voluminous skirts of the period.

Pageant Assures Success of Fete

The stirring pageant, simulating the defence and capture of Port Royal, which was presented by HMCS *Cornwallis* as a contribution to the celebration of the 350th anniversary of the neighbouring town of Annapolis Royal, has brought a letter of gratitude from Mayor George F. Hall of that community.

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, also remarked on the contribution made by *Cornwallis* personnel: "Their efforts have strengthened even more the admiration and good will towards the Navy so evident in the civilian communities in this area."

Mayor Hall's letter was addressed to Capt. M. G. Stirling, commanding officer of *Cornwallis*, and said in part:

"We feel that our 350th Celebration was a successful one from every angle, and there is a mutual exchange of congratulations and thanks between committees and workers, of whom there had to be so many.

"However, with one accord, a grateful people turns once again to its benefactor, HMCS *Cornwallis*. Without the magnificent naval contributions to our efforts, there would have been no 350th Celebration in the sense that one knew it.

"Please convey my thanks, and the thanks of the people of Annapolis Royal, to your officers and men, who once again showed thousands of visitors from Canada and the United States what a credit the Royal Canadian Navy is to Canada and the British Empire. Their conduct, dress and manners were an example which any country would do well to try and copy."

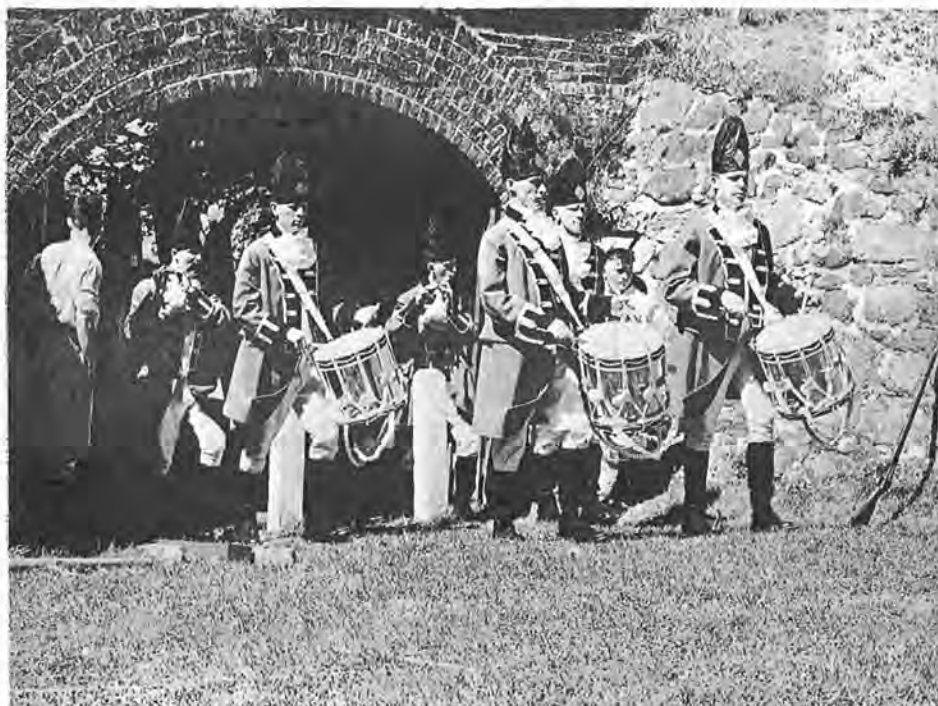


The British Grenadiers enter the fort of Port Royal. (HS-37530)

Shortly after the Grenadiers left the scene, a detachment of Marines invaded the grounds of the fort. In 1710 it had taken several days to land the marines and their equipment, but *Cornwallis'* marines, consisting of 120 men from *Saguenay* and *Canada* divisions, under Lt.-Cdr. N. D. Langham, came by land instead of sea. They advanced on the fort, as the Grenadiers had done, firing as they came, and being fired

upon by the fort's guns. They entrenched themselves near the fort, and continued to pour a steady fire into its walls.

After the advance of the Marines, an ensign was sent out to General Nicholson, asking if he would take under his protection the ladies and children of the fort. Two hundred and forty years ago, the ensign forgot to instruct his drummer to beat his drum; for this breach



The French leave the fort with the honours of war. (HS-37532)

of military etiquette, General Nicholson refused to allow him to go back to the fort. As it happened in 1710, so it happened in 1955. The ensign was captured by the British, and the ladies stayed in the fort.

Shortly after the capture of the young ensign, M. Subercase realized that he was hopelessly outnumbered, and that further fighting would mean only useless bloodshed. Consequently, he sued for peace.

General Nicholson, played by CPO Adam Cochrane, and escorted by Marines and Grenadiers, entered the fort. The surrender was an impressive sight. The two generals, resplendent in their

uniforms, with the sunlight glinting on their buttons and sword hilts, met with their armies gathered around them. M. Subercase presented his sword to General Nicholson, who accepted it and then, as a token of his respect, returned it. The keys to the fort were then given to General Nicholson and the terms of the surrender read out.

Due to the gallant way in which the outnumbered French had defended the fort, they were allowed to leave it with full honours of war—with their colours flying and their drums beating. Then, as the British drums rolled, the *Fleur de Lis* was hauled down and the Brit-

ish Union Jack of the period run up in its place.

The final stage of this extravaganza was the procession from the fort through the streets of Annapolis. Led by M. Subercase and the French soldiers, the Grenadiers, Marines and French Privateers marched out, followed by the carts carrying the wounded. Immediately behind came the terrified, screaming women and children who were guarded from the band of battle-crazed Indians by a section of the staunchest Grenadiers.

And so, amidst cheering crowds, the players moved along the streets and the second battle of Port Royal was at an end.—S.E.M.

CONSTRUCTOR CAPTAIN GREEN RETIRES

CONSTRUCTOR Captain C. V. Green, Command Technical Officer on the staff of the Flag Officer Pacific Coast, began retirement leave on July 29.

Captain Green who entered the RCNVR in 1928 and transferred to the RCN in 1945, is the first Constructor Officer to reach normal retiring age. The Constructor Branch was conceived in 1941. Like many another wartime baby, there is doubt as to its paternity, but Captain Green was there.

Of course, in the RCNVR, Captain Green was an executive officer, not perhaps from choice but because that was the only kind there was. He served in the old *Saguenay* in 1932 and 1933 as a watchkeeper, and was later first lieutenant of the Saint John, N.B. half-company RCNVR, acting commanding officer in 1937. He was promoted to lieutenant-commander June 1, 1938, and called to active service in September 1939, but was deferred on account of the nature of his civilian work until June 1940.

Outside the service, Captain Green joined Saint John Drydock in 1924 at the age of 19, and remained there until 1937, when he went to German and Milne, the Montreal naval architects. With this firm he was engaged on the construction and inspection of ships of all types, including field work on the Slave River, Northwest Territories. At the outbreak of war he was engaged on plans for the conversion of the "Prince" ships to AMC's.

In June 1940 he was appointed overseer at Canadian Vickers in charge of the conversion of the *Prince Henry*. He sailed with her to Halifax in December of that year.

His next appointments were as overseer at Kingston and Collingwood until January 1942, when he was appointed to the staff of the Chief of Naval En-

gineering and Construction where, with Captain A. N. Harrison, on loan from the Royal Corps of Naval Constructors, he set up the Construction Branch, specially to supervise "Hull and Miscellaneous" items in the RCN new construction program then in full flood. It was not until July 1942 that he actually joined the ranks of the new branch as a constructor lieutenant-commander. He was made acting commander in January 1943 and Deputy Naval Constructor-in-Chief in September, 1945, when he transferred to the permanent force.



CONSTR. CAPT. C. V. GREEN

In May 1949, Captain Green was appointed Manager Constructive Department, Halifax; June 1953, Deputy Superintendent, Esquimalt; July 1953, promoted to Constructor Captain, and February 1954, appointed Command Technical Officer, West Coast. He is a member of the Institution of Naval Architects and of the Society of Naval Architects and Marine Engineers.

Those who worked with Captain Green will never forget his personal qualities, those qualities which, irrespective of branch or technical capabilities, are vital ones in any life—loyalty and goodwill; loyalty always to his immediate superior and to the service; goodwill to his associates, and goodwill, even great personal kindness, to his staff.

Like most of us, Captain Green played all sorts of games in his youth and no doubt age will play all sorts of games with him. He will be remembered for his keen interest in the Royal Canadian Navy Sailing Association and Royal Nova Scotian Yacht Squadron, and as his own principal hobby is photography, still and moving, he will remember them and all his other activities.

Captain Green's progeny can ill afford to lose an officer of such capability, and although he has reached the normal age limit for his rank, he leaves the service now only because his enthusiasm over the last few years has been rather too much for a frame never of the strongest. The doctors say that he must take things easy.

We in the Branch wish for him a long retirement and hope that he will be able to wean himself from the ceaseless ebb and flow of official life and settle down to years of peace, secure in the knowledge of a job well done, and happy in the memories of his more active years.—B.

THE NAVY PLAYS

Four Trophies Won In DCRA Meet

The Atlantic Command Rifle Association scored outstanding successes at the 73rd annual Dominion of Canada Rifle Association prize shoot August 7-13 near Ottawa.

The East Coast team of 11 members, including two Wrens, won four trophies and placed in five other events. CPO H. M. Oliver came 15th in the competition for the 18-member 1956 Bisley team while CPO Douglas Clarke won the Sherwood match and Borden event.

It was a great meet for the Navy marksmen from Nova Scotia who stayed up until midnight preparing their rifles for the next day's shooting.

In all, there were 25 Navy competitors at the meet. The Pacific Command Rifle Association sent eight, Naval Headquarters had two there, *Queen Charlotte*, two, and *Donnacona*, one. Lt.-Cdr. (SB) E. Ryan, on *Cataragui's* retired list, shot for RCEME, Kingston. He was the sole naval member of the 1955 Canadian Bisley team.

The East Coasters came first in the Gordon Team Match, the Gascoigne (Service Condition Aggregate), the City of Ottawa Shield, and the British Challenge Shield.

They placed second in the Woods Trophy event, third in the shooting for the Sir Arthur Currie Shield, third for the Gordon Highlanders Trophy, and fourth for the Sherwood Team Trophy and Barlow Shield.

Most of the competitions were shot for by an average of seven teams with four to six members per team, which prompted a naval observer at the meet to record later that "for the first time . . . the Atlantic Command Rifle Association is offering real competition to the other services and the RCMP . . . in many cases exceeds the success of individual provincial teams".

In the 1954 DCRA meet, the East Coast sailors won the MacDonald Brier Shield, the Sherwood Challenge Cup and the Borden Challenge Cup.

Members of this year's team included Lieut. T. F. Baines, *Cornwallis*; Lieut.

W. A. Keindel, *Shearwater*; Sub-Lt. W. H. Waring, *Stadacona*; Cd. Com. Off. Don McGee, *Stadacona*; CPOs Clarke, Oliver and G. A. Lauder, all of *Stadacona*; CPO Bill Shorten, *Shearwater*, CPO L. F. Millward, *Buckingham*, Wren Dorothy Turner, *Shearwater*, and Wren Margaret J. Johnson, *Stadacona*.

A Navy perennial at the Connaught Rifle Ranges, South March, where the matches are shot off was Commander Ernest Haines, RCN, (Ret'd), who had 54 years' service in the RN and RCN. He acts as camp commandant and in other years made the Canadian Bisley team several times.

Headquarters Holds Golf Tournament

Captain W. G. Parry, Senior Naval Liaison Officer, U.K., headed "A" section and Cdr. (SB) A. O. Solomon, the "B" section of the annual golf tournament of the Naval Headquarters Sports Association.

Special Branch officers won the inter-branch competition match play, with Cdr. (SB) G. E. Fenwick posting the low gross.

The association's golf section held four field days, with an average of eight foursomes turning out for each match. The inter-branch play involved Executive, Technical, Supply and Special branches.

Football Clinic Launches Season

Canada's newest football group—the Nova Scotia Canadian Rugby League—went cultural at the start of the season by importing T. "Happy" Shouldice, the Big Four's senior referee, to run a three-day Football Clinic, at *Shearwater*.

The Maritime loop opened its third season with teams from *Stadacona*, *Shearwater*, RCAF Station Greenwood, N.S., Dalhousie University in Halifax and St. Francis Xavier University in Antigonish. Intermediate rating with the Canadian Rugby Union has been applied for, with a berth looming in next year's playdowns.

Shouldice gave advice on rule interpretations in various game situations and helped solve problems bugging the young league. *Shearwater* played a sample intersquad game for benefit of the officials on course.



The big problem aboard little *Porte Quebec* these days is finding some place to keep all the trophies won by crew members at the recent Pacific Command Rifle Association championship shoot at Heal's Range. The ship's team collected just over half of the total prizes and finished up 105 points ahead of the runners-up, the team from the Ontario. Seen here with their "silverware" are: rear row (left to right), AB George Andrews, Ldg. Sea. Eugene Yates, Ldg. Sea. N. A. Bennett and AB Donald Blake. Front row, AB Melvin Todd and PO Frank Ball. PO Ball placed first in four matches and had one second placing. (E-32992)

The Navy fly-boys are favourites this year, under coaching of Lieut. Don Loney, who was an all-star centre with the Ottawa Roughriders.

In the first league game, *Shearwater* downed the Greenwood Bombers 15-9 and in their second they sunk old rivals from *Stadacona* 63-22.

The only fly in the ointment was a game against RMC September 24. The cadets blanked their heavier opponents 14-0 and though they lagged badly in the last quarter, they held the flying sailors scoreless. By coincidence, perhaps, the RMC squad is coached by Squadron Leader Tony Golab, a one-time all-star half, also with Roughriders. The Navy flew in for the game at Kingston in ten Avenger aircraft on a week-end exercise from Dartmouth, N.S.

No Room in Ship For Silverware

Porte Quebec reports: "Recently we had a couple of spare days, so a team from the ship went to Heal's range and managed to bring back over half of the prizes from the Pacific Command Rifle Association championship shoot. This now poses a problem—where do we stow them?"

Top sharp-shooter in the team was PO Frank Ball, who placed first in four matches and had one second placing. Other members of the successful team (runners-up, *Ontario*, were 105 points behind *Porte Quebec*) were: AB George Andrews, Ldg. Sea. Eugene Yates, Ldg. Sea. N. A. Bennett, AB Donald Blake and AB Melvin Todd.

York Acquires Softball Title

York won the North York Amateur Softball Association championship by defeating *Canadian Tire* two straight in the finals. It wound up the Toronto sailors' most successful season in years.

The Yorkers had ended the schedule in first place (19 wins, four losses, one tie) with the *Tire* club and took the finals and the trophy for the first time in six years of league competition.

Just before the playoffs, they won a sudden-death encounter with the *Tiremen* for the right to represent the league in the Ontario Association Playoffs but were eliminated by *Canadian Store Fixtures*.

RCN Team Tops Highland Games

For the first time in history, the Navy entries in the Antigonish Highland Games annexed the high aggregate team trophy. The RCN gained



The Nova Scotia Canadian Football League's "clinic" in *Shearwater* preceded the schedule to enable officials to pick up a few pointers before the mayhem started. Happy Shouldice, the Big Four's senior referee, is solving a local problem for benefit of, left to right, Ken Fultz, Halifax official; F/Lt. Bob Greenlaw, RCAF Station Greenwood, and Hugh A. Noble, league referee-in-chief. (DNS-14578)

46 points, well ahead of *Antigonish* with 28 and *St. Mary's* with 17.

The annual games beckon the best efforts of outstanding athletes in the Maritimes and Navy until this year generally placed an indifferent third with the rare individual success, such as PO Art Duerkin's record tabor toss a few years ago.

Navy swimmers from the Atlantic Command were no slouches either in annexing all events in the Shediac Bay one-mile swim.

Of the senior men PO F. E. Cox was first, AB Larry Uwins, second. Wren B. E. Richards led senior girls. Paul DeWolf, 16, and Sue Seward, 14, won the junior men and girls' events respectively. All wins established new time records for their class. The junior winners were from *Stadacona's* junior team.

Ordnance Marksmen Bring Home Trophy

The Ordnance School rifle team, made up of CPOs Norman Langton, George Kilgour, Donald Jackson and Stewart Mein and POs William Steadman and Robert MacIldoon came out very well during the Pacific Coast Rifle Association meet in September, bringing home to the school's trophy room the Service VI Shield.

All personnel from the school enjoy a day at Heal's range once a month for small arms practice. They were more

than surprised recently when the range GI, instead of giving the lie-down-and-shoot-from-200-yards routine, sprang a "run-down" from 600 yards with Bren and rifle.

That's work and the score sheets provided a few laughs, if nothing else, when the day was over.

Grilse Winning Canadian Yacht

The Royal Canadian Naval Sailing Association (Atlantic Squadron) had three entries in the sixth running of the Manchester to Halifax Ocean Race during the summer.

The yacht *Grilse*, skippered by CPO Charles Church, made the best showing of the three, winning the Colonel Jones Trophy for being the first Canadian yacht to cross the finish line.

The biennial race, over a 360-mile course, had Navy's 59-foot yawl *Pickle* come in tenth on corrected time and Navy's *Tuna* 17th.

Winner via time allowance was the 54-foot yawl *Malay*, owned by Daniel D. Strohmeier, out of Padanaram, Mass., in 64 hours, 11 minutes and 25 seconds.

The race is jointly sponsored by the Royal Nova Scotia Yacht Squadron, with which the RCNSA is affiliated, and the Boston Station, Cruising Club of America.

The coastal minesweeper *Quinte*, tender to HMCS *Scotian*, Halifax naval

division, relayed news of the race through naval operations and air spotting was carried out periodically by RCN and RCAF planes.

Toronto Takes Mainguy Trophy

Toronto's Royal Canadian Yacht Club took the Mainguy Trophy away from the Royal Canadian Sailing Association during the second annual race in Toronto in August.

Two races, one in the morning and the other that afternoon, totalling 20 miles each, were held in Toronto harbour for the award.

The RCYC's six craft totalled up 95 points to the 61 totted up by the Navy's six entries. Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, presented the trophy to Bunting S. Crocker, skipper of the *Stormy*, a victorious entry of the Toronto yacht club.

The RCNSA captured the trophy at Toronto in 1954 when it was first offered for competition. Three Halifax boats, two from Hamilton and another from Ottawa wore the Navy association's burgee during this year's event.

The Dragon class yachts carried a skipper and two crew members.

Stadacona Nine Atlantic Champs

Stadacona downed its old fly-type rivals from *Shearwater* 8-6 in the final round of the Atlantic Command Base-

ball Championships. Although out-hit 7-4, they made five runs in the first inning on a pair of hits, a balk and *Shearwater* errors, all of which smoothed the way for ultimate victory.

Gloucester Wins Softball Title

Gloucester's softball team became Ottawa area champs after eliminating *D'Iberville* in two straight games at the end of August.

Earlier, they had won the senior playoffs in Ottawa's Civil Service Recreation Association League by drubbing Army's No. 9 Transport, whom they met after winning the league's "B" section championship. The RA league was composed of 30 teams.

Plans to have *Gloucester* meet the winner of the *Stadacona-Cape Breton* series in Halifax for the Atlantic Command title fell through because of transportation difficulties.

RCN Golfers Take Trophy

Royal Canadian Navy Golf Association members defeated Esquimalt dockyard's civilian team 2,824-2,853 at Gorge Vale course in September to retain the Commodore Spencer Trophy in the annual team match.

Low gross for Navy was CPO Thomas McIntyre with a 77 and, for Dockyard, Mike Bartkow with a 76. Low net was won by AB William Aylesworth.

Writers on Top For Fourth Month

Twenty teams participated in softball and volleyball for *Naden's* August "Cock o' the Barracks". A tie between TAS, School of Music, Gunnery and *Naden* Writers was resolved in a knock-out elimination playoff. The writers were winners by defeating TAS 5-3—the fourth consecutive time the "Scribes" have won the monthly award.

The final playoff for the B.C. tri-service softball championship at RCAF Station, Comox, in September had five teams competing—Navy, Army Headquarters B.C. Area, 2nd Queen's Own Rifles, RCAF Sea Island and RCAF Comox. Navy walked off with the silverware, winning three games straight, 7-3, 6-3 and 11-0.

The final game was the most exciting with AB Joe Lesperance hurling a three-hit. "Big Gun" for Navy was PO Mel Padgett with a .583 batting average. The team averaged .337 for the series.

Sailors Garner Provincial Title

Sailors from *Tecumseh*, the Calgary naval division, in two straight games gathered in the Central Alberta Intermediate baseball championship. They had been in fifth place in the Major Men's League until they beat Inglewood Dinosaurs for the trophy.

Malahat Tops Divisional Shoot

Malahat won the naval divisions indoor .22 rifle shoot for 1954-55 by scoring 3,798 points out of a possible 4,000, an average monthly score of 474.8.

York was only 11 points astern in the final results, computed after the August totals had been added.

The August scores were *Malahat*, 489; *Chippawa*, 488; *Hunter*, 470; *York*, 469, and *Unicorn*, 398.

Lt.-Cdr. Pettit Golf Titlist

Lt.-Cdr. Clem Pettit, *Stadacona*, won the Atlantic Command golf championship for the third time this year but had to break a five-player deadlock for the low gross.

The P and RT officer won the trophy in '52 and '53.

Low net for the day went to AB Tommy Horne, *Magnificent*, former caddy at Brightwood links, where the 73 competitors for the RCN match played. Horne also had the longest drive, a smash of 250 yards on the hilly course. Commodore E. W. Finch-Noyes, Commodore, RCN Barracks, Halifax, was runner-up with a 238-yard drive.



Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, presents the Mainguy Sailing Trophy to Royal Canadian Yacht Club member Bunting S. Crocker, who skippered the *Stormy*, entry of the Toronto club, to victory over the Royal Canadian Naval Sailing Association's craft. The RCNSA captured the trophy during the previous race at Toronto in 1954. (COND-1904)

MARITIME STRATEGY MAINSTAY OF BRITAIN

Centuries of Experience of the Sea Confounds Enemies

"DURING the three centuries or so of our history as a world power it has several times happened that a far stronger continental coalition has pitted its might against Britain and her allies, has won a series of resounding victories on land only to find itself brought up against a method of waging war with which its leaders could not grapple and of which they had no clear understanding. Yet, ultimately, our maritime strategy, founded on centuries of experience of the sea, brought our enemies to utter defeat."

Having made this irrefutable statement, Captain S. W. Roskill, RN, embarks in his book, "The War at Sea", upon a critical analysis of Britain's maritime strategy during the period of 1939 to 1945.

This is the first volume of a series which promises to be the most comprehensive work yet undertaken on the Royal Navy's activity during the Second World War.

Captain Roskill, with the fullest access to official documents, has, in this first volume, conducted a critical examination into the conduct of Britain's sea war during those dark days of 1939-41. The authority with which he treats his subject is supported by free reference to official German correspondence. This alone makes Captain Roskill's work worthy of thorough study.

The first volume deals with that unhappy period of severe merchant ship losses, of the sinkings of such proud ships as the *Hood*, *Ark Royal*, *Prince of Wales* and *Repulse*, of the frustrations of vainly trying to bring to battle the elusive German raiders, who, from their northern lairs, dashed back and forth into the Atlantic under shrouds of mist and cloud, of the disappointments of the Norwegian campaign.

There were, however, a few bright spots: The sinking of the *Bismarck* and the *Graf Spee*, and the Battle of Cape Matapan.

One of the most interesting aspects of the volume from Canada's viewpoint is the battle against the U-boat. Here we see the early successes of the U-boat against Allied merchant shipping, of so many blows taken and so few given. During this period of anti-submarine operations, the inexperience of our officers and men and the absence of well-conceived A/S tactics were all too evident. Unfortunately too, in those early days, appointments to command

anti-submarine ships were all too often considered as "backwater" by the appointees.

In the light of the highly successful anti-submarine tactics employed by the Allies in 1944-45, when surface hunter groups sought out the U-boat and aircraft attacked his bases, Captain Roskill draws some interesting conclusions on A/S warfare. Thus, on page 10 he says:

"Perhaps the outstanding example from the last war relates to the defeat of the enemy's attack on our merchant shipping. Though it was not at once accepted there now seems no doubt at all that it was the defensive strategy of sailing ships in convoy and of providing the convoys with powerful surface and air escorts which did most to accomplish that decisive victory.

BOOKS for the SAILOR

"Yet it was the desire at once to assume the offensive against the U-boats which led to the persistent employment, during the first year and more of the war, of flotilla vessels to hunt enemy submarines in the vast ocean spaces instead of using them to escort our convoys. Not only did the early hunting groups achieve negligible success, but the dispersal of our slender resources in that manner led to our convoys being inadequately escorted, and so suffering heavy losses, and to many good opportunities to destroy the submarines which attacked them being missed.

"Equally the view that bomber aircraft could contribute most to the defeat of the U-boat by taking the offensive against the enemy's bases and his building and repair yards rather than by escorting and protecting the convoys far out at sea, is not substantiated by post-war analysis of their achievements. It is today impossible to avoid the conclusion that the most effective way of defeating the U-boat was by waiting for it in the vicinity of the prey which it was seeking."

There are those who will take issue with this conclusion as an all-embracing fundamental of anti-submarine tactics. However, during the first two years of

the war, the availability of ships and aircraft for anti-submarine operations was at a premium, and thus their employment in the defensive role was the most effective one. On the other hand, as more and more ships and aircraft became available, offensive units were formed and the U-boat became more the hunted than the hunter. Surface hunter groups and aircraft attacked him far from the convoy routes and even on his own doorstep. The results obtained, particularly in the Bay of Biscay, proved the effectiveness of offensive action against the U-boat.

Captain Roskill has tackled his study with an authority based upon considerable research and a wealth of personal experience. This forcefully written volume contains a great deal of useful statistical information, photographs, maps and diagrams. It is a well-written, authoritative interpretation of a critical period in the history of the Royal Navy.—R.S.M.

"The War at Sea, 1939-1945" by Captain S. W. Roskill, DSC, RN, Volume I, The Defensive, 664 pages, illustrated with maps, photographs, diagrams, statistical tables. H. M. Stationery Office; £2 2s. net.

GREEN BERETS IN A GREEN HELL

THE MALAYAN "emergency" conforms to a broad pattern where the allies made truce with the Communists during the Second World War in order to create effective resistance groups against enemy occupation. Here, as elsewhere, the scheme back-fired at the end of the war when the Red-led armies refused to disband and went underground to attempt to overthrow reinstated governments and set up Communist régimes. In the Federated Malay States, their tactics are the same—"intimidation, terrorization, murder, arson, abduction, threats and blackmail."

There were initial successes, but British action arising from vested interests in Malaya's rich rubber and tin holdings has led to vigorous prosecution of terrorists by heavily reinforced police and military forces. The Federation is ruled with an iron grip, even to the enforced resettlement of entire communities and harsh penalties for collaboration with the Communists.

The author of "Green Beret, Red Star" served as a captain and major

in command of a troop of 60 to 70 boot-necks during most of the two years the Royal Marine Commandos figured in the suppression of the insurrectionists. The title comes from the green beret of the Commandos and the red-starred cap badge of the uniformed bandits. The foreword is a strong commendation of the book by Field Marshal Sir John Harding, Chief of the Imperial General Staff.

The story is the day-to-day struggle to become adept at fighting in nearly intolerable terrain where the bandit is perfectly at home and extremely mobile. It involves foot patrols through heavy growth with a three-day load of rations the maximum. Air drops of supplies are necessary during extended forays. This of course is extremely complicated, slows advances and gives the show away to an alertly-posted enemy. The bandits on the other hand are well versed in jungle warfare, better conditioned for it and able to live off the land. On the march they easily carry dried fish and vegetables enough for five or six days.

The author feels a major factor in the British failure to conquer Reds and drive them out of the jungle fastness is the proverbially conservative stomach of the British soldier. If he could be taught to sustain himself on the local food his mobility would be increased. The fact that several thousand bandits

have commanded the attention of tens of thousands of the military in Malaya supports his argument.

The topography and vegetation generally permit activity only by small groups of men. Since the bands are as elusive as split quicksilver, success is limited and requires painstaking organization and heart-breaking effort. However, by continually harassing terrorist territory, apprehending couriers and agents in the towns and villages, disrupting their supply lines and destroying hidden caches of weapons and stores, the British have accomplished much in the containment of rebel activity.

Particularly frustrating have been the apathy and silence of the populace, many of whom could volunteer valuable information on enemy movements. Fear of Communist reprisal accounts for this fence-sitting which, however, is lessening as the Reds are slowly beaten back.

The book maintains a high level of readability and interest, with excellent description that is never overdone. To Canadians, service or civilian, it will prove educational and revealing.

—H.C.W.

"Green Beret, Red Star" by Anthony J. S. Crocket, price \$3.75. Printed in Great Britain by Eyre and Spottiswoode (Publishers) Limited and published in Canada by McClelland and Stewart Limited.

'SERVICE MOST SILENT'

ONE OF THE most hazardous jobs carried out in the Second World War was the dismantling and disposal of enemy mines. It was an assignment requiring the highest order of cool, calculating courage. It was a job that took its toll of brave men who pitted their brains and skilled hands against some of Hitler's secret weapons—and won.

John Frayn Turner, in his book, "Service Most Silent", has recorded the exploits of the indomitable band of officers and men of HMS *Vernon*, the Royal Navy's mine and torpedo establishment, who ventured onto Britain's beaches to find out what made German mines "tick" and who played a major role in dismantling German land mines dropped inland.

"Service Most Silent" is exciting reading. Its subject matter alone ensures that. The book, however, isn't a complete saga of mine disposal operations and the men employed on such duty. The author admits this, and many names are not included in the list of honours and awards at the back of

the book. Nor does the book chronicle the exploits of Canadians who served in mine disposal work, though brief mention is made of Lieut. G. D. Cook, RCNVR, who won the George Medal and Bar and who is now a lieutenant-commander, RCN.

Nevertheless, within these pages, the reader will find a vivid picture of the agony and suspense mine disposal duty entailed, and he will learn of the character of the men who matched wits with German science and ingenuity.

Chief among the names mentioned is that of Lt.-Cdr. John Ouvry, DSO, RN. This officer, the leader of *Vernon's* mine disposal team, successfully dismantled the first magnetic mine to be recovered. That chapter itself is fascinating reading, and the step by step procedure—unassisted by any previous knowledge of such a mine—keeps the reader glued to his chair. Every turn of a spanner, every time Ouvry probed his hands into the recesses of the mine might bring an instant roaring death. Yet slowly and deliberately the mine

was dismantled and another German secret weapon was exposed.

The narrative brings out the personalities of the officers and men involved in their grim assignments, and it is really through their eyes and actions that the history of Second World War German mining is revealed. The magnetic, the acoustic, the contact mine were all dealt with, often with loss of life, but always with ultimate success. Sometimes the mines combined all three methods of detonation; many of them were loaded with booby traps—a simple screw would set the mine off if it was tampered with, and it needed the touch of a surgeon and a near sixth sense to deal with them. Sometimes, while at work, a ticking or whirring sound within the mine would send the party scurrying for safety, wondering if each step was to be the last. They would wait for awhile and then go back to their task.

One booby trap, discovered on a mine dropped on a ploughed field near Glasgow, consisted of photo-electric cells behind a window which would detonate the mine if the dome were removed in daylight. Fortunately the mine was badly damaged on hitting the earth and the circuits were so impaired that it did not fire. The band which dismantled it lived to pass along the information. It followed that mines believed to possess such a booby trap would have to be dismantled at night, in darkness.

There follows the account of Lieut. R. H. Syme, RANVR, who was dismantling one of these mines on a dark and gusty night when, to his horror, lightning flashes stabbed the night. Vivid lightning . . . and the photo electric cells exposed!

"Syme stood still as death. Silhouetted beneath a blaze of light. A rugged frame rooted to the spot. This is it. No use running. Can't get away. Wait for it. Twist—or bust. No choice. Every flash a blow below the belt . . . another fierce fork slashed the skies. It was as light as day for a moment. The mine sat still . . . a final fling of lightning. He was alive."

When the brief storm had spent itself, Lieut. Syme continued with the job. The official verdict was that the flashes of lightning did not last long enough to operate the photo-electric cells. For his courage that night, Syme was awarded the George Cross.

Such is the stuff of which the officers and men of HMS *Vernon*, detailed for mine disposal, were made. This book is a record of their quiet heroism.—C.T.

"Service Most Silent" by John Frayn Turner; 200 pages, illustrated; Clark, Irwin and Co. Ltd., Toronto; \$2.65.

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.

ABRAMS, Orval C.....	LSEM1
ANTHONY, Kenneth L.....	LSEM1
ARCHAMBAULT, Charles T.....	P2EM2
ASHLEY, MacKay H.....	LSEM1
ATCHESON, Gordon S.....	LSEM1
BEAN, John R.....	LSRP2
BELL, Sheldon H.....	P1LR3
BELLEFONTAINE, Edward J.....	P2CR2
BENNETT, Nord A.....	LSEM1
BERGSTROM, Lloyd G.....	C2EM4
BERRY, Joseph R.....	LSEM1
BEWLEY, John E.....	P2CR2
BLAIR, Donald M.....	LSEM1
BROOKS, Gerald A.....	P2EF3
BROPHY, Joseph C.....	P1ER4
BROWN, Leslie W.....	P2QR2
BURSEY, Gerald F.....	P2CS3
CARROLL, Robert E.....	LSEM1
CASSELMAN, Carl J.....	P2QM2
CLARKE, Charles J.....	LSEM1
COADY, Francis M.....	LSEM1
COLES, Jack G.....	LSTD1
COLLIN, Robert.....	P2CS3
COLWELL, Ernest W.....	P2ED3
COREY, Grant L.....	C2EM4
COWIE, William F.....	LSEM1
CRAIG, Elmer D.....	LSEM1
CRAWFORD, John D.....	LSQM1
CREVIER, Donald A.....	LSQM1
CROUCH, George E.....	P2RP2
DAROWSKI, Stanley.....	P2CS3
DAVIDSON, Roy P.....	LSOR3
DEW, Stanley L.....	LSAA1
DIONNE, Donald P.....	LSRC1
DOAN, John L.....	LSAA1
DONOVAN, Roy A.....	LSLR1
DRAIBYE, Jens H.....	P2QM2
DUMAS, Jacques J.....	LSEM1
FALK, Roy A.....	LSQM1
FINNIE, George T.....	P2CS3
FITZSIMONS, Robert T.....	LSEM1
FORLER, Walter A.....	LSEM1
FORSYTH, Alexander R.....	P1ER4
FOWLER, Sidney.....	P2CS3
FRASER, Clarence M.....	LSEM1
FULTON, James B.....	LSEM1
GADBOIS, Bryce J.....	C2ER4
GAGNON, Joseph R.....	LSEM1
GALLOP, Vincent F.....	LSCK1
GARAGAN, Lawrence D.....	C2ER4
GERRARD, Harold.....	LSEM1
GLASSMAN, Walter.....	LSEM1
GLOVER, Howard W.....	P2EM2
GORDON, Taylor L.....	P2CS3
HALL, Gordon F.....	C2ER4
HAMILTON, William R.....	LSEM1
HEFFORD, Levi V.....	LSEM1
HESELTINE, Norman H.....	LSQM1
HEWITT, William R.....	C1RT4
HIDSON, James.....	LSEM1
HOUGHIE, John E.....	LSEM1
HOWE, Garfield E.....	C2EM4
HUMENIUK, Nick.....	LSAW2
JACKSON, Derrick D.....	LSRC1
JACKSON, Ronald H.....	LSEM1
JAY, Albert E.....	LSEM1
JAY, George E.....	LSEM1
JONES, George H.....	C2PI4

KEELING, Glen C.....	LSEM1
KEIGHAN, Charles P.....	LSEM1
KEMP, Arthur R.....	C2ER4
KENNY, Walter F.....	LSEM1
KERASIoTIS, Peter.....	P2EM2
LAFRAMBOISE, Robert.....	PIET4
LAMB, David B.....	P2CS3
LAMONTAGNE, Joseph G.....	P2RP2
LANG, Frank A.....	LSLR1
LATRACE, Harry A.....	LSEM1
LEBLANC, Gaston.....	LSCK1
LOCK, Stanley W.....	C2ER4
LOVE, John H.....	LSRP1
MACKEY, Brian.....	LSEM1

MARION, Armand J.....	LSEM1
MELCHIOR, Leo K.....	LSTD2
MELVIN, Charles E.....	C1ER4
MERCHANT, Edward L.....	P2RP2
MILAN, David T.....	C1ER4
MOTT, Ralph S.....	C2EM4
MUNROE, Eldon A.....	LSEM1
MYERS, James E.....	LSEM1
MacDONALD, David C.....	LSEM1
McCARTHY, Vincent R.....	P2EM2
McCleave, William S.....	P1ET4
McCULLOUGH, Edmond S.....	C2EM4
McDONALD, Kenneth V.....	C2ER4
McDONNELL, William D.....	P2EM2
McKENZIE, Kenneth A.....	LSEM1
McLEAN, Archibald C.....	C2ER4
McLELLAN, Ronald C.....	LSEM1
McSORLEY, Royal E.....	LSEM1

NICKS, Thomas G.....	LSLR1
O'SHAUGHNESSY, Kenneth P.....	LSEM1
O'SULLIVAN, David H.....	LSEM1

PARTANEN, Vaino O.....	C2ER4
PEARSE, Floyd D.....	P2SW2
PELLEY, William J.....	LSEM1
PERCIVAL, Lynn A.....	LSLR1
PERRY, Philip G.....	LSEM1
PICCO, Thomas J.....	P2QM2

RANDLE, Douglas M.....	C2ER4
RAYMER, Gordon E.....	P2RN3
REDEKOPP, Alfred G.....	LSEM1
REGAN, Patrick J.....	P1ER4
REID, Ronald J.....	LSEM1
REIL, Joseph W.....	LSEM1
RHINES, Murray G.....	LSEM1
RICHARDS, Robert R.....	C2ER4
ROBINSON, John R.....	LSEM1
ROBINSON, Rubert A.....	LSEM1
ROSE, Joseph R.....	LSEM1
ROSS, Archie M.....	LSEM1

SALMAN, Jean-Claude J.....	LSEM1
SANDERS, Donald R.....	LSQM1
SAWYER, Thomas A.....	P1ET4
SCHMITKE, Edmund G.....	P2VS2
SEIBEL, John A.....	C1ER4
SEMPLE, Robert T.....	LSAA1
SHAVE, Harry O.....	C2ET4
SIMM, Robert H.....	P2CR2
SMALLEY, Gale W.....	LSEM1
SMITH, David F.....	LSEM1
SMITH, Harold R.....	LSEM1
SPARK, Stanley N.....	LSEM1
STERLING, George F.....	LSEM1
STEWART, Richard A.....	LSEM1
STRIDE, Frederick W.....	LSQM2
STUDLEY, Desmond A.....	C2ER4
SWINEMAR, Merril L.....	C2ER4

TODD, Gordon D.....	P2CS3
TRUDEAU, Roger J.....	P2EF3

WAGNER, Robert W.....	LSEM1
WEBBER, Brian O.....	P2RW3
WEBSTER, Ronald D.....	C2ER4
WELLINGTON, Robert J.....	LSEM1
WHIDDINGTON, Stanley G.....	LSEM1
WHITCROFT, John F.....	LSEM1
WHITE, Frederick C.....	LSTD1
WHITE, Robert G.....	P2SW2
WOOD, Stanley B.....	LSEM1
WOODS, Robert H.....	LSRP2

YATES, Ronald L.....	LSCK1
YOUNGMAN, Sydney E.....	LSTD1

ZIMMERMAN, Albert M.....	P1ER4
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HMCS BYTOWN



Ship's Badge Derivation

The badge of HMCS *Bytown*, the naval establishment in Ottawa which carries on its strength those responsible for the direction of the RCN as a whole, displays the interpretative symbol, a rudder "ancien". Upon this rudder is placed the red maple leaf from the arms of Canada. The rudder, which forms the main figure, is a device used in the badge of Willoughby de Broke.

It should be noted that the rudder, although heraldically correct is nautically incorrect in so far as its tiller is going astern. This mistake appears to have been made advisedly by the original artist for reasons of design, and it is considered to be no more unseamanlike than the "foul anchor" so widely used among the Commonwealth and other navies. This obvious inconsistency in design adds an interest to the figure that it does not otherwise possess.

The badge symbolizes the function of Naval Headquarters in that it "steers" the fleet.

HERALDIC DESCRIPTION

Vert, an ancient rudder with tiller pointing aft or, charged with a maple leaf gules.

