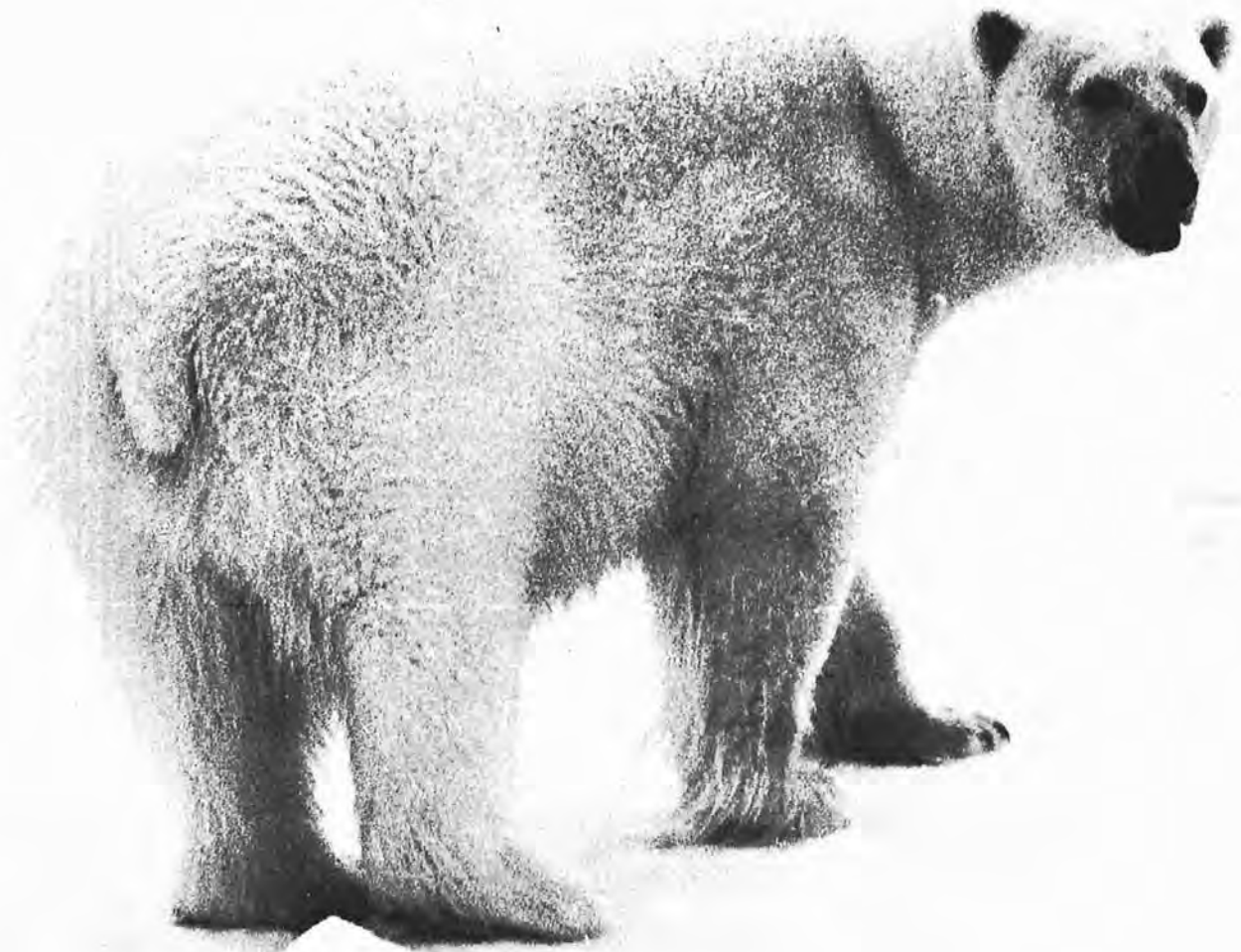
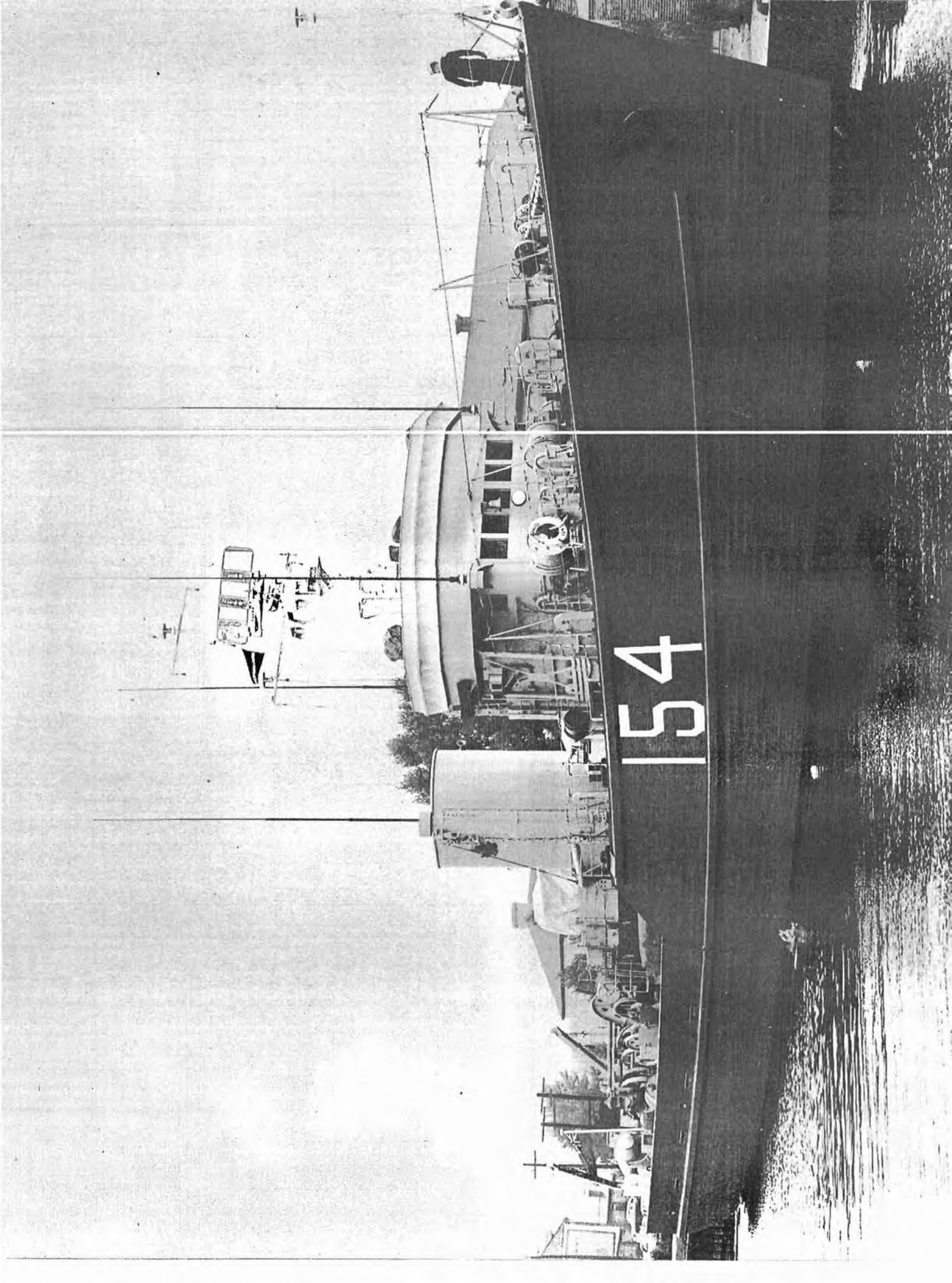


# *The* CROWSNEST



Vol. 6, No. 12

October, 1954



154

# The CROWSNEST

Vol. 6 No. 12

THE ROYAL CANADIAN NAVY'S MAGAZINE

OCTOBER, 1954

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*Cover Photo*—This resident of Canada's Far North had gazed his full at the Arctic patrol ship *Labrador* and was turning away to the more urgent business of hunting up dinner when this final picture of a series was snapped. The photograph was taken off the shores of Somerset Island by PO C. R. Yool, who enjoyed the double safety of the *Labrador's* decks and a telephoto lens. (LAB-267)

## LADY OF THE MONTH

This month's lady is one of the newest additions to the fleet, but already she has a couple of firsts to her credit. HMCS *Resolute* is the first ship of the Royal Canadian Navy to bear the name, which is taken from Resolute Bay on Cornwallis Island, in Canada's far northland, and she was the first warship to be built at Kingston, Ont., since the Second World War.

The *Resolute* was commissioned on a cold, rainy September 16 at the Canada Steamship Lines Terminal following her completion by the Kingston Shipyards Ltd. She sailed two days later for Halifax, and with two firsts already to her credit, it was only fitting that when she arrived at the East Coast she should join the First Canadian Minesweeping Squadron.

The picture on the opposite page shows MCB 154 lying at the Canada Steamship Lines Terminal at Kingston, and was taken about one hour before she became HMCS *Resolute*. (O-7249)

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# RCN NEWS REVIEW

The Naval Research Establishment's hydrofoil craft, the Missiwappi, during her first public appearance on Navy Day in Halifax.

## 'Sweepers Turned Over to France

The Canadian-built coastal mine-sweepers *Chaleur* and *Miramichi* were formally transferred to France on October 9 at a brief ceremony at Halifax. The ships were the last of six to be turned over to France by Canada under the Mutual Aid Agreement of the North Atlantic Treaty Organization. The first four, HMC ships *Fundy*, *Cowichan*, *Thunder* and *Chignecto*, were transferred last April.

Attending the October 9 ceremony were Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, and Jean Lapierre, the French Consul at Halifax. Cdr. H. Bruce Carnall, commander of the First Canadian Mine-sweeping Squadron, officiated at the ceremony, together with Capitaine de Corvette Pierre Topp, the senior French naval officer present.

The *Chaleur*, built at Port Arthur and commissioned into the Royal Canadian Navy last June, has been renamed *La Dieppoise*, and the *Miramichi*, built at Saint John and commissioned in July has been renamed *La Lorientaise*.

## Three Ships Go To West Coast

The frigate HMCS *Jonquiere*, which commissioned at Lauzon on September 20, sailed for the West Coast on October 2 in company with the coastal escorts *Digby* and *Brockville*.

The ships, travelling by way of the Panama Canal, are calling at Nassau, Kingston, Bermuda; Colon, Balboa, Acapulco and Long Beach en route. The *Digby* and *Brockville* paid a brief call at Manzanilla for fuel.

The ships are due at Esquimalt in early November. All three will be employed by the Flag Officer Pacific Coast.

## Haida on Second Circuit of Globe

HMCS *Haida*, heading homeward after her second tour of duty in the Far East, was scheduled to arrive at Halifax on November 1.

The destroyer escort, under command of Lt.-Cdr. Mark W. Mayo, left Hong

Kong September 23, travelling via Singapore, Colombo, Aden, Port Said, Athens, Gibraltar and the Azores. It is the second time that the *Haida* has circled the globe.

As in her first trip to the Korean theatre, the ship travelled to Japan via Panama Canal and the Pacific, returning by way of the Mediterranean. Captain John A. Charles, who took the destroyer escort to the Far East, relinquished command at Hong Kong just before the ship headed homeward, to take up his new appointment as Commandant at Royal Roads.

## UNTD Ceremony Held at Stadacona

Two hundred and seventy-five University Naval Training Division cadets from across Canada concluded their summer training activities in a colourful passing-out ceremony at Stadacona.

Following an inspection of the Cadet's smartly turned-out guard of honour, Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, presented awards for outstanding achievement during the year to three of the future officers.

Cadet Captain Darrach N. McGillivray, of St. John's Nfld., was awarded a sword as best third-year executive branch cadet, and Cadet Captain Bruce Waterfield, of Halifax, a telescope as the best all-round third-year cadet from any branch. Cadet Jean Coulombe, of Quebec City, received a midshipman's dirk as the best all-round cadet in the first year.

The two cadet captains have finished their final year, and Cadet McGillivray started taking his midshipman's training with the RCN in September.

## Iroquois Rescues Korean Fisherman

On the morning of August 27, as HMCS *Iroquois* was steaming for the operational area on her first Korean patrol of her present tour, an object was sighted in the distant waters and decision was made to investigate.

As the ship drew closer, the object was seen to be a man waving frantically on a wooden raft which turned out to be the remains of a fishing junk sunk in a storm the previous night and the raft's occupant was the sole survivor.

He was brought on board the *Iroquois* and hospitalized in sick bay, suffering from exposure and pneumonia. He remained on board the ship for seven days and was then landed on Yongpyong-Do for transportation to his home near Inchon.

Before he left, a collection of clothing and a gift of money donated by the ship's company, amounting to \$52, were presented to him. When converted to Korean "hwan", the \$52 was a formidable bundle of banknotes, sufficient to maintain a family of three for over a month.

Although he could speak no English his expressions of appreciation did not leave any doubt in the minds of the ship's company that he was indeed grateful for his treatment aboard the *Iroquois*.

Admiral Bidwell addressed the cadets, expressing his pleasure at the appearance of the parade, and the guard in particular. He went on to point out the vital necessity for men with training as naval officers in the event of an outbreak of hostilities, and urged those present to keep in contact with the Navy and to keep abreast of the changes in naval procedure, even if they did not plan to make the Navy their permanent career.

The parade, led by the guard and the *Stadacona* band, marched past the reviewing stand, with Admiral Bidwell taking the salute, marking the end of another season of UNTD training in the Atlantic Command.

In accordance with a new policy, most of the men who come to *Stadacona* are first-year students, and most seniors go to HMCS *Naden*, in Esquimalt.

### **New 'Sweeper Commissioned**

HMCS *Resolute* became the 12th coastal minesweeper to be completed by Canadian shipyards under the current shipbuilding program when she was commissioned at Kingston on September 16. The ship was built by the Kingston Shipyards Ltd., and launched in June 1953. She is the first ship in the RCN to bear the name, and is called after *Resolute Bay* on Cornwallis Island in Canada's Far North.



The RCN Safe Flying Trophy, a shield contributed by the Supply Officers of the RCN for annual award in the interest of improved flying safety records, was presented for the third time since its inception in 1948. The winner of the Shield for 1953 was VF-871 Squadron of the 30th Carrier Air Group. The Sea Fury fighter squadron, then commanded by Lieutenant Commander (P) Michael Wasteneys, was credited with the greatest improvement in flying safety for last year. Above, Commodore (S) R. A. Wright, Supply Officer-in-Chief, Naval Headquarters, Ottawa, made the presentation at the Naval Air Station to the Squadron's new commanding officer, Lieutenant Commander (P) J. W. Logan. (DNS-12378)

Among those attending the ceremony at the Canada Steamship Lines Terminal were Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast; Captain (L) John Deane, Assistant Chief of Naval Technical Services (Ships); Mrs. T. R. McLagan, sponsor of the

ship, Mayor George C. Wright, of Kingston, and W. R. Sutton, general manager of the shipyards.

A number of gifts were presented to ship's company before the commissioning, including a silver tray by Mr. McLagan, tankards by Mr. Sutton, on behalf of the shipyard, and a television set by Mayor Wright on behalf of the city of Kingston, which has adopted the vessel.

The 'sweeper has joined the First Canadian Minesweeping Squadron and is under the command of Lt.-Cdr. J. L. Panabaker.

### **1,500 Assemble To Greet Crusader**

The band of HMCS *Ontario* struck up "Happy Days Are Here Again" as the destroyer-escort *Crusader*, returning from her second tour of duty in Korean waters, came alongside in HMC Dockyard, Esquimalt, at 1400 September 3.

An enthusiastic and happy crowd of approximately 1,500 relatives and friends was on hand to greet Cdr. W. H. Willson and his crew after their ten-and-one-half month absence from their home base.

Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, took the salute as the homecoming warship passed Duntze Head at the entrance to Esquimalt Harbour and was the first person on board after the ship secured. His brief welcome was a prelude to scores of other



When Ord Seadog Digger is ordered to show a leg, he has double the choice of the rest of his shipmates. Mascot of the coastal escort *Digby*, based at Hamilton for RCN(R) summer training, Digger is shown responding reluctantly to the call of AB Eldon Richard, quartermaster. (COND-1051)

happy greetings as the sailors swarmed ashore to embrace loved ones and to lavish upon them the gifts and souvenirs brought back from the Far East.

### **"Maggie" Goes To West Coast**

HMCS *Magnificent* entered the Pacific Ocean early in October after becoming the second Canadian warship of her dimensions to travel through the Panama Canal. After four-day calls at San Diego and San Francisco, the ship headed for Esquimalt and a six-day visit.

She was to pay a five-day call at Vancouver in November before heading homeward. The carrier is conducting extensive flying operations en route.

The West Coast frigate *Stettler* joined the *Magnificent* at the Panama Canal zone and acted as plane guard for the carrier on the trip up the Pacific Coast.

The aircraft carrier *Warrior*, predecessor of the "Maggie" made a similar voyage in the winter of 1946-47.

### **HMCS Loon First of Class**

The first of eight new inner patrol vessels for the Royal Canadian Navy, HMCS *Loon*, was launched October 4 at the Taylor Boat Works, Toronto. The vessel was sponsored by Mrs. Henry N. Bonnell, wife of Commander (E) Bonnell, the principal naval overseer for the Toronto area. Commodore K. F. Adams, Commanding Officer Naval Divisions, represented the Naval Board at the launching ceremony.

While the Labrador was undergoing trials in the St. Lawrence River, men under training at HMCS D'Iberville, the RCN's training establishment in Quebec City, had a chance to visit the new Arctic patrol vessel. PO P. E. Thomas is indicating features of interest to (left to right): Ordinary Seaman L. Larivière, Claude Parent, Denis Binet, Norman Leduc, Claude Laporte, Norman Parenteau, Emilien Cyr, Roland Lanouette and Donald Lalonde. (LAB-40)

### **Basic Training Pays—So Does Dad**

Basic training pays and pays (and sometimes costs a little, too).

The truth and profundity of this statement is borne out by a letter received from a proud father, who learned of his son's skill behind a gun while scanning the August "Crow's-nest".

The writer had reason to expect his son to absorb some of the fundamentals of seamanship, since he is Captain T. C. Anderson, OBE, master of the motor vessel *Canadian Challenger*, of Montreal. What puzzled him was the origin of the expert marksmanship—until he thought back to the early stages of his son's career. The letter explains all:

"It was with some interest that I noted the efficiency of marksmanship attained by the A/A guns in HMCS *Haida*, as reported in your August issue, and particularly the reference to PO Hugh Anderson's ability as director of one of the guns.

"It is with some satisfaction that I now realize that his basic training in breaking windows, electric light globes, as well as the killing of our various neighbours' chickens, for all of which I eventually paid, is now showing such good results."

The *Loon*, like her seven sister ships now building in Canadian shipyards, will be employed for patrolling harbor defences.

The vessels, all of which are named for birds common to Canada, have a displacement of 65 tons, are 92 feet in length and have a beam of 17 feet. They are propelled by 600 hp diesel engines capable of developing a top speed of 14

knots. Constructed primarily of wood and aluminum, the vessels will have a complement of two officers and 19 men.

The *Loon* will commission following her completion next spring.

### **Defence College Members on Tour**

Seventeen members of the Imperial Defence College paid a brief visit to Halifax in late August.

The touring group arrived at HMCS *Shearwater*, the naval air station, in a Royal Canadian Air Force aircraft. That evening, they were entertained at a buffet supper at Admiralty House.

The following day the group visited the Imperial Oil installations near Dartmouth and later continued on to *Shearwater* for lunch, after which they departed by RCAF plane for Quebec City.

### **Sheffield Pays Visit to Halifax**

HMS *Sheffield*, flagship of the Royal Navy's Commander-in-Chief, America and West Indies Squadron, paid a courtesy call to Halifax from August 27 to 31.

The *Sheffield*, which visited Halifax in 1947, 1952, and again in 1953, wore the Flag of Vice-Admiral John F. Stevens, CB, CBE, former Flag Officer-in-Command of the Home Fleet Training Squadron.

The 9,000-ton cruiser is commanded by Commodore Keith McNeil Campbell-Walter, and carries a crew of about 800 officers and men, including Royal Marines.



# The Northwest Passage

WE ARE AN unemotional people or the bells would have rung and the sirens sounded when the 6,500-ton HMCS *Labrador* reached the Alaskan tip of the continent and completed the Northwest Passage from Atlantic to Pacific over the top of our continent.

The Northwest Passage! For 500 years a lure as powerful as the promise of treasure and the isles of paradise, a passage leading to lands where dwelt unicorns and a sailor could pick gems by the handful.

In 1576 Frobisher was in the Eastern Arctic, searching for it, and a century later the Hudson's Bay Co. began to make good its promise to seek the Passage.

In 1719 there went out the expedition of Captain James Knight, instructed by the company to "find out the Strait of Anian (believed to be between Asia and America) in order to discover gold and other valuable commodities to the Northwest". Not a man returned. They died on bleak Marble Island, some from exposure and hunger, some at the hands of the Eskimos.

Many more were to die, Franklin and his hundred companions among them.

Exactly 100 years ago Captain McClure and some of his crew made the Passage, part of the way by foot and sled after abandoning their icebound ship north of Banks Island.

Amundsen slowly made his way through more southerly channels in the 46-ton *Gjoa*, spending three winters in the Arctic and in 1906 being the first to complete the Passage by sea. Unrecognized was Major

Burwash's later defeat of ice barriers in a cruise the Ottawa man made from Coronation Gulf to Chesterfield Inlet in an open boat.

In 1937 HBC ships from the East and West met in Bellot Strait and in 1940-42 the 80-ton RCMP *St. Roch* made her way from Vancouver to Sydney, N.S. and in 1944 from Dartmouth, N.S., to Vancouver.

The *St. Roch* and the stout ships which went before her blazed the trail, but what has now been achieved is the crossing of the North by a ship of war capable of carrying substantial numbers of men and a small mountain of supplies. The *St. Roch*, which took years to make the west-to-east crossing with patrol duties as well as ice delaying her, had nothing of the power of the *Labrador*, 80 times her weight, to punch through ice. And not only strength and power, for the *Labrador's* successful voyage was assisted by the helicopters which flew ahead tracing the easiest channels through the ice.

Canada thus demonstrates her capacity to deal with the problems of northern navigation. It does not follow that there will ever be a commercial shipping route in the Far North or that the *Labrador* can guarantee she will make good time from Atlantic to Pacific every summer, but where she has been others will confidently follow.

Among those who cheer the *Labrador's* accomplishment we may imagine there are the spirits of a goodly company of brave men who dared the angry sea and the encircling ice to find the Passage, and who, in their day and generation, were denied the victory that is Canada's today.

An editorial in the Ottawa Journal,  
September 24, 1954



# The Mastery of the North

**T**HE Royal Canadian Navy's Arctic patrol ship HMCS *Labrador* has become the world's first warship to navigate the Northwest Passage.

The 6,500-ton vessel arrived at Esquimalt on September 27, sixty-six days and over 10,000 miles after leaving her home port of Halifax.

Emphasizing Canada's growing interest in the North, the ship entered far northern waters via the Atlantic Ocean late in July, to assist in resupplying Canadian government outposts and to conduct important survey work. She made a rendezvous near the western entrance of the Northwest Passage with two United States icebreakers, the *Burton Island* and *Northwind*, which entered the area from the Pacific. The *Labrador* accompanied the U.S. vessels when they returned to the Pacific in September.

Captain O. C. S. Robertson, of Montreal, commanding officer of the *Labrador*, dined the commanding officer of the *Burton Island* and some of his officers shortly after the ships met off the southern end of Melville Island, about 900 miles south of the North Pole. This marked the first occasion in history that naval vessels entering northern waters from the Pacific met one from the Atlantic.

Many obstacles faced the *Labrador* before she completed the Northwest Passage, once believed to be mythical. The ship encountered heavy ice conditions in Viscount Melville Sound, and faced navigational hazards along the north coast of Alaska, where shallow water and heavy ice make navigation difficult.

The *Labrador* and the two U.S. icebreakers travelled slowly westward af-

ter the rendezvous carrying out surveys en route. They entered the Beaufort Sea in the Arctic Ocean via Prince of Wales Strait and continued on to Point Barrow and Icy Cape via the north coast of Alaska, thence southward through Bering Strait and the Bering Sea into the Pacific Ocean.

The *Labrador* increased speed as she travelled southward through the Bering Sea when a crew member, CPO Colin MacArthur, of Montreal, became seriously ill with pneumonia and complications, and arrived at Esquimalt four days ahead of schedule. He died in *Naden* hospital October 8.

The decision to attempt the passage was made late in August on the advice of Captain Robertson and then she began her westward trip on August 23 from Resolute Bay on Cornwallis Island. She had been held up for two days while she freed the motor vessel *Monte Carlo*, which had been icebound about 950 miles south of the North Pole. The United States vessel was on an expedition for the American Museum of Natural History.

Carrying a complement of 230 officers and men and a team of scientists,

the *Labrador* left Halifax on July 23 for her first trip to the Arctic.

During the voyage the ship conducted a series of hydrographic, current and oceanographic surveys in various far northern areas. She landed a survey party at Resolute early in August; surveyed Lancaster Sound; carried an Eskimo family and supplies from Craig Harbor to an RCMP outpost at Alexandra Fiord on Ellesmere Island; returned to the Resolute area to conduct further surveys and to rendezvous with the Canadian government vessels *D'Iberville*, *C. D. Howe*, and *N. B. McLean*, which were on their annual trips to Canadian Arctic outposts.

In mid-August the *Labrador* visited Erebus Bay, on the south-west tip of Devon Island, and entered the bay using a chart made by Commander (later Vice-Admiral) W. J. S. Pullen, RN, when he wintered there 100 years ago. He was a great-uncle of Rear-Admiral H. F. Pullen, present Chief of Naval Personnel and Commander T. C. Pullen, who is also serving at Naval Headquarters.

Commander W. J. S. Pullen was commanding officer of the supply ship HMS *North Star*, part of a naval force that carried out an unsuccessful search for Sir John Franklin, whose expedition to the Resolute area disappeared around 1850.

The *Labrador's* first trip to the Canadian Arctic marks a new phase in Canadian naval operations—Arctic survey and research—and emphasizes Canada's growing interest in her important northern territories.

The *Labrador* is returning to Halifax by way of the Panama Canal.

## Crossword Crossed Up

Last month's Crowsnest Crossword was tough enough, without any typographical hazards. However, such did occur and, for those who are wondering what happened, two of the horizontal definitions should have read as follows:

30. *Of no practical value.*

32. *New England State (abbreviated).*

Another crossword puzzle by "J.G.M." has been lined up for the November issue.



# Canada Sees Her Navy

Royal Visitors, Citizens  
View Progress  
of RCN

## AT THE CNE

CLOSE to half a million people streamed into the Armed Forces Display at the 1954 Canadian National Exhibition during the two-week period of this great annual Canadian event.

An actual count at the Armed Forces Display entrances logged in a total of 451,392 visitors. On Labour Day alone, over 70,000 inspected the various displays of the Navy, Army and Air Force.

True to tradition, the three services came up with a bigger and better display. The Navy presented in animated form its growth both in ships and manpower. A special display showed how the action team in a ship goes to work and an improvised attack teacher demonstrated the way in which an enemy submarine is located and destroyed. A full section was devoted to the RCN(R).

Probably the greatest crowd pleaser of the Navy section was the King Neptune Quiz in which the public was invited to participate. Those answering the majority of questions correctly—

their accuracy signalled by the lighting up of King Neptune's eyes—received a special diploma honouring them as "Potential Nautical Genius 1st Class (Landsman Division)".

The Canadian Army presented an interesting and varied exhibit featuring their soldier apprentices and the work of Army communications. Young soldier apprentices appeared in person, turning out a variety of implements on the many lathes and machine tools at the display.

The Royal Canadian Air Force section also attracted large crowds, and among the many features there was a cut-away Orenda jet engine, and a display showing the operations of aircraft controls and the fuel systems in modern aircraft.

For the younger generation the cockpit of an Expeditor aircraft was available, appropriately labelled, "Make this cockpit your office". By the hundreds, the kids awaited their turn to sit at the controls for a few minutes . . . and they loved it.



Admiral of the Fleet, His Royal Highness the Duke of Edinburgh, takes the salute as 1,300 officers, men and Wrens of the Pacific Command march past at the conclusion of ceremonies marking the Royal visit to Esquimalt on August 2. With His Highness on the dais is Rear Admiral J. C. Hibbard, Flag Officer Pacific Coast. (E-28053)

In the centre of the main display area the Navy presented a 40-foot model of the new HMCS *St. Laurent*, one of the destroyer escorts soon to be in service with the fleet. The Army displayed a 155mm long-range gun and the RCAF, a Chipmunk training aircraft. In an area adjacent to the main display the RCAF also showed a CF-100 Canuck, all-weather jet fighter.

Movies of the three services played to large crowds daily in the Armed Forces theatre. "Sailors of the Queen", the Navy's film depicting the RCN's Coronation Squadron had its first showing there, and the Army showed for the first time its new film, "The Way to a Fine Future", showing the training and activities of the soldier apprentices. A Shell Oil film, "Powered Flight" was an RCAF feature at the theatre.

A display showing Canada's contribution to NATO, a BCA section and an ROTP exhibit were among the many other attractions for the visitors.

On opening day the Armed Forces were honoured by a visit to their display by Her Royal Highness the Duchess of Kent, and her daughter, Princess Alexandra. The Royal visitors expressed keen interest in the activities of the three services.

A third distinguished visitor to tour the area was the Hon. Ralph Campney, Minister of National Defence, accompanied by Mrs. Campney. Senior offi-



The Armed Forces Display at the 1954 CNE was honoured by a visit from HRH The Duchess of Kent and her daughter, Princess Alexandra. Captain William Strange, Director of Naval Information and Chairman of the Armed Forces Committee responsible for the display, is shown above (centre) introducing Their Royal Highnesses to the administrative officers of the Armed Forces Display

cers of the three services also saw the display during the course of the Exhibition.

A special tri-service committee under the chairmanship of Captain William Strange, Director of Naval Information, organized the Armed Forces Display and all construction was again carried out by the Canadian Government Exhibition Commission. Lt.-Col. L. R. Crue, from Central Command, was Officer-in-Charge of the Armed Forces Display, and his principal assisting officers were Lt.-Cdr. (SB) C. T. McNair, Squadron Leader H. M. Miller, RCAF, and Capt. A. W. Acland, of the Army.—C.T.

## THE EMPIRE GAMES

**D**ESPITE the heavy commitments of the normal summer training program, officers and men of the Pacific Command found time to train for, and take part in, a number of "extra-curricular" activities between June and September.

Foremost, of course, was the visit to the command of Admiral of the Fleet, His Royal Highness the Duke of Edinburgh. The Royal visitor inspected the ship's company of HMCS *Naden*, took passage in the new minesweeper *Comox*, visited HMC Dockyard, Esquimalt, and travelled in the cruiser *Ontario* between the northern Vancouver Island village of Port Hardy and Kemano, site of the power development for the big Aluminium Company of Canada plant on the B.C. mainland.



The Navy's traditional Sunset Ceremony, performed by a guard and the band from HMCS *Naden*, at Esquimalt, was a fitting conclusion to the two-hour Military Tattoo which was part of the opening ceremonies of the British Empire and Commonwealth Games in Vancouver this summer. Here, the White Ensign is being lowered as the band plays the orchestrated "Sunset" and the guard stands rigidly at the "Present". This ceremony also was presented nightly at the Pacific National Exhibition, held later in Vancouver. (E-28122)

Prior to the visit of His Royal Highness, officers and men of the Pacific Command took part in a giant Military Tattoo which was part of the impressive opening ceremonies of the 1954 British Empire and Commonwealth Games in Vancouver.

The Navy provided the *Naden* band, its share of the personnel of the smart tri-service guard of honour, and the guard and guns' crews for the Sunset

Ceremony and an exciting field-gun run. Three other bands, representing units of the Canadian Army and the Royal Canadian Air Force, and a trick-riding team of the Royal Canadian Corps of Signals also took part in the display.

Navy Day, held in August, attracted its usual thousands of interested visitors. Opening with a ship parade past the city's waterfront, Navy Day offered a wide variety of events depicting life and work in the RCN.

Final commitment of the summer was participation in Vancouver's increasingly-important Pacific National Exhibition. This year, however, the three services' exhibit was on a reduced scale, the majority of the financial allotment for the display going into the construction of a permanent site.

Inclement weather held up finishing touches on the new site, but enough had been completed by opening day to permit an interesting exhibit and to show the large number of visitors the groundwork of an attractive and modern display in future.

That the traditional smartness and efficiency of the Royal Canadian Navy was upheld to a marked degree in these various enterprises is due in large measure to Lieut.-Cdr. John Husher and his staff at the Gunnery Training Centre in *Naden*.

Overall co-ordination of the military participation in the opening ceremonies for the Games came under Rear-Admiral J. C. Hibbard. Responsibility for the training of all navy, army and air force personnel taking part fell mainly



One of the Navy's feature attractions at the 1954 CNE was the display of a 40-foot model of HMCS *St. Laurent*, the destroyer escort now being completed at Canadian Vickers in Montreal. The model was constructed by the Canadian Government Exhibition Commission in Ottawa and transported to the CNE grounds where it is shown above steaming through a plaster sea.

to Naden's gunnery department. The parade ground staff, under Lieut. K. D. Lewis, worked for two hectic weeks to standardize timing and movements.

A similarly short period of time was available to Lieut.-Cdr. Harry Cuthbert, Director of Music for the Royal Canadian Navy, whose task was to mould four separate service bands into one efficient organization capable of carrying out without a hitch some of the most intricate manoeuvres in the drill book.

Equally faultless were the Navy's performances during the visit of the Duke of Edinburgh and at the Pacific National Exhibition later in the summer. During the PNE the famed RCN Sunset Ceremony was witnessed nightly by capacity audiences, estimated to total approximately 75,000 persons.

## NAVY DAY—WEST

**T**HE WEST COAST'S annual Navy Day on August 11, brought a festive atmosphere to HMCS *Naden*.

The big day started at 1030, with fleet units of the RCN, accompanied by visiting USN ships, sailing past Beacon Hill Park, Victoria, in line ahead formation. Led by HMCS *Ontario*, the flotilla, consisting of HMC Ships *New Glasgow*, *Stettler*, *Sault Ste. Marie*, *Comox*, and *James Bay* and the US destroyer escorts *Brannon* and *Rombach*, steamed past an estimated crowd of 8,000.

Onlookers on Jetty Four and on board the Algerine escorts *Portage* and *Wallaceburg*, had ring-side seats to watch a frogman demolition team destroy a model of an aircraft carrier moored almost at their feet. Few saw the actual setting of the charge as the frogmen slipped silently under the model, carried out their work and were gone. The model carrier literally "blew her top" when the charge went off.

In the afternoon, some 9,000 visitors toured RCN ships tied up at HMC Dockyard, including the *Ontario*, which had rigged a miniature merry-go-round on her forecastle, for the crowd of children which swarmed over her decks. *Naden* and the Dockyard provided many attractions for the visitors, including an Avenger aircraft, set up on the parade square, a Sea Cadet band concert, precision drills of a Wren squad, a field-gun competition, and a deep-sea diving demonstration at the base swimming pool.

For the historically-minded, the Naval Maritime Museum, although still not officially opened, allowed visitors to view some of B.C.'s early naval history, including outdated naval uniforms, and old ship's fittings. Another popular attraction was a demonstration of frogman techniques, which featured underwater demolition of a model aircraft carrier.

Navy Day closed with a sunset ceremony performed by officers and men of *Naden* in front of the Legislative Buildings, in Victoria, before a crowd of over 6,000 citizens.

## NAVY DAY—EAST

**N**AVY DAY in the Atlantic Command, while perhaps not the most ambitious program ever undertaken, was certainly its most successful.

The day was hampered at the outset by a driving rain, which stopped long

enough for orders to be issued to carry out the parade through Halifax and then started again with redoubled vigour.

The parade, however, drew hundreds of people who watched from the shelter of store awnings, doorways and from inside their cars along the route as the 1,500 officers and men of the Royal Canadian Navy and U.S. Carrier Division 14, marched smartly in the down-pour.

Four bands led the parade under these difficult conditions, but it was felt the tuba players fared the worst.

The salute was taken from a dais near Camp Hill Hospital by Rear-Admiral Fitzhugh Lee, USN, Commander Carrier Division 14. He was accompanied by Rear-Admiral R. E. S. Bidwell, RCN, Flag Officer Atlantic Coast.

The weather cleared shortly after noon and the remainder of Navy Day was sunny and warm. In the afternoon HMC Dockyard was thrown open to the public and the main part of Operation Open Hatch got under way. Ships and establishments held open house while displays and demonstrations followed one after the other.

The First Canadian Minesweeping Squadron, under Cdr. Bruce Carnall, RCN, consisting of HMC Ships *Gaspe*, *Trinity*, *Chaleur* and *Ungava*, carried out a sweep of the harbour during which they brought dummy mines to the surface and exploded them. Navy frogmen, dropped from a helicopter, sneaked quietly under a model of an aircraft carrier moored near Jetty Four and destroyed it with a demolition charge.

There were rescue attempts by helicopters, diving demonstrations by frogmen and conventional divers, torpedo and depth charge firings from the *Quebec* and *Portage* and fire fighting displays by naval firemen. In addition a number of static displays showed craft in use by the navy, fully rigged boats, a model of a destroyer escort, safety flying equipment and many other exhibits, as well as a one-man German submarine of the last war.

The naval aviation branch helped fill out the program with impressive helicopter displays and flypasts with conventional aircraft. The new Piasecki helicopter, a Sea Fury and an Avenger were also on display on the dockyard parade. At the close of the afternoon's activities a guard and band from HMCS *Cornwallis* beat retreat on the dockyard parade and later in the evening they carried out the colourful sunset ceremony at Garrison Grounds in Halifax.



# OFFICERS AND MEN

## UNTD Avenue To Regular Force

UNTD-trained officers of the Royal Canadian Navy (Reserve), either active or retired list, may now make application to enter the regular force under conditions laid down in a recently-proulgated Naval General Order.

Applicants seeking permanent commissions under this order must be under 25 years of age at the date of application; have successfully completed three winters and two summers of training under the University Naval Training Division program and be in possession of the appropriate degree from a recognized university.

Branches open to applicants include executive, engineering, electrical, ordnance, constructor, instructor, supply and special. Entry into the chaplain and medical branches will not come generally within the conditions of the new order but follow those laid down elsewhere in General Orders.

Eligible officers of the Active List should make application for entry to the commanding officer of their naval division, while officers on the retired

list should apply to the commanding officer of the nearest naval division. Officers on Continuous Naval Duty should apply to their current Commanding Officer.

Selected officers will be entered in the rank of acting sub-lieutenant in either the regular force with permanent status, in the regular force on a short service appointment or on a period of Continuous Naval Duty. The latter two categories will include those whom it is desired to keep under observation for a period of time before final acceptance. A common training and promotion plan will be applicable to all three categories of entry, and will embrace both training afloat and at appropriate technical institutions, either naval or civilian.

After one year's service, an acting sub-lieutenant will be promoted to the confirmed rank. Promotion to lieutenant will come after 33 months in the ranks of acting sub-lieutenant and sub-lieutenant, less any "time gained" award granted for proficiency as a Cadet, for service in the Reserve prior to enrolment and for standing in technical training in the regular force.

"Time gained" as a Cadet and for standing in technical training is dependent on the class of certificate awarded on completion of the University Naval Training Division program and the technical training course prescribed, respectively. "Time gained" for previous service in the Reserve will be computed from June 1 on the year of graduation from the University Naval Training Divisions. Time in the RCN (Reserve) (Active List) will count as half time, in the retired list as one-eighth time and on continuous naval duty as full time.

## Smoker Held At Albro Lake

A staff smoker was held in the Chief and Petty Officers' Mess at Albro Lake August 26 in honour of Lieut. (C) Robert M. Dunbar and Lieut. Frank M. Skinner, for the twofold purpose of bidding farewell to Lieut. Dunbar, who is leaving the station to join the staff of HMCS *Cornwallis*, and to welcome Lieut. Skinner as the new Officer-in-Charge of Halifax Radio.

Refreshments and a tasty steak dinner, followed by speeches from the

guests of honour, rounded the evening into an interesting and enjoyable affair.

Newcomers to Albro Lake have included the following: Cd. Comm. Officer Charles J. Scott, CPO Arthur J. Hannarod, Lieut. Frank M. Skinner, Ldg. Sea. Gordon Campbell, and Able Seamen Desmond Gorman, William Finnigan and Kenneth Lawrence.

Departing were: Lieut. (C) Robert M. Dunbar, CPO Herbert W. Cooper, PO Patrick Donaghy, Leading Seamen Robert Taylor and Robert Caza, and Able Seamen Donald Henderson, Joseph White and William Forsythe.

## Three Ships Visit Northern Japan

During August the *Haida*, *Cayuga* and *Crusader* paid a four-day visit to Otaru, on Hakkaido, the northern island of Japan. During the passage from Sasebo the three ships took part in extensive gunnery exercises, with the *Haida* taking top honours.

## BIRTHS

To Petty Officer Norman D. H. Bay, *Haida*, and Mrs. Bay, a son.

To Lieutenant Claude A. Beauregard, *Haida*, and Mrs. Beauregard, a son.

To Lieut.-Cdr. Donald Cameron, Naval Headquarters, and Mrs. Cameron, a son.

To Instructor Lieut.-Cdr. D. R. Campbell, *Stadacona*, and Mrs. Campbell, a son.

To CPO D. Currie, *Iroquois*, and Mrs. Currie, a son.

To Ord. Lieut.-Cdr. G. M. Fyffe, *Iroquois*, and Mrs. Fyffe, a daughter.

To Petty Officer R. W. Gray, *Naden*, and Mrs. Gray, a daughter.

To Able Seaman Albert M. Halfyard, *Haida*, and Mrs. Halfyard, a daughter.

To Lieut.-Cdr. Alister M. Hunter, *Haida*, and Mrs. Hunter, a son.

To Petty Officer James Jameson, *Lauzon*, and Mrs. Jameson, a son.

To Lieut.-Cdr. (E) Donald S. Jones, *Iroquois*, and Mrs. Jones, a daughter.

To Lieut. (L) James A. Kiely, *Iroquois*, and Mrs. Kiely, a son.

To Lieut.-Cdr. W. G. Kinsman, *Stadacona*, and Mrs. Kinsman, a daughter.

To CPO G. E. Ritchie, *Iroquois*, and Mrs. Ritchie, a son.

To Ord. Lieut. John W. Russell, Naval Headquarters, and Mrs. Russell, a daughter.

To PO G. W. Schropfer, *Iroquois*, and Mrs. Schropfer, a son.

To Leading Seaman Douglas Simpson, *Stadacona*, and Mrs. Simpson, twin girls.

To Petty Officer Frederick O. Skavn, *Haida*, and Mrs. Skavn, a daughter.

To CPO H. E. Taylor, *Iroquois*, and Mrs. Taylor, a daughter.

To Leading Seaman Kenneth Plume, *Stadacona*, and Mrs. Plume, a son.

To Able Seaman John F. Wilson, *Haida*, and Mrs. Wilson, twins, a son and a daughter.

To Lieut.-Cdr. (S) George Woodford, *Naden*, and Mrs. Woodford, a son.

## WEDDINGS

Leading Seaman William Beaumont, *Stadacona*, to Miss Elizabeth Baker, Rencontre, East Fortune Bay, Nfld.

Lieut. Ross T. Bennett, *Star*, to Miss Lois Taylor, Hamilton.

Lieut. W. J. A. Black, *Shearwater*, to Miss Lillian Holmes, Tufts Cove, N.S.

Wren June Buchanan, Napanee, Ont., to Leading Seaman Fred Armstrong, Naval Radio Station, Churchill.

Wren Joyce Carpenter, Hamilton, to Able Seaman Douglas S. Bowen, *Star*.

Able Seaman James J. Cunningham, *Lauzon*, to Miss Lillian Gillis, Forest Hill, P.E.I.

Able Seaman John S. Forbrigger, *Caribou*, to Miss Beryl Inez Smith, Corner Brook, Nfld.

Sub-Lieut. Arthur E. Griffin, *Niobe*, to Miss Beverley Ann Rivett-Carnac, Victoria.

Lieut. Norman S. Jackson, *Stadacona*, to Miss Diana Mitchell, Halifax.

Petty Officer Ronald Knapman, *Caribou*, to Miss Hope G. Moss, Corner Brook, Nfld.

AB John Loranger, *Lauzon*, to Miss Myrna Crawley, Halifax, N.S.

Sub-Lieut. Bruce A. Massie, *Ontario*, to Miss Amber Kilshaw, Victoria.

Leading Seaman Kenneth McKaigue, *Lauzon*, to Miss Betty Bateman, Shediac Cape, N.B.

Able Seaman Alden F. Mitchell, Albro Lake Naval Radio Station, to Miss Constance R. Cole, Halifax.

Lieut. (P) Robert T. Murray, *Niobe*, to Miss Elizabeth Bagot, Market Drayton, Shropshire, Eng.

Petty Officer David A. Nairn, *Lauzon*, to Miss Lorraine MacInnes, Antigonish, N.S.

Midshipman Gerald E. Van Sickle, *Ontario*, to Miss Kathleen Collins, Victoria.

Arriving on August 12, the three ships berthed alongside one another in the centre of the downtown area of the old city, port of Sapporo, the capital city of the island. The climate was found to be much like Canada and was enjoyed as a much needed relief from the sub-tropical heat of southern Japan.

Much interest in the warships was shown by the townfolk, and the jetty was continuously thronged with spectators. On two occasions the ships were hosts to hundreds of school children, who came on board for a walk round the three destroyer escorts.

Captain J. A. Charles made official calls on the mayor, chief of police, and other civic dignitaries, all of whom showed keen interest in the ships during their return calls.

On Sunday forenoon the *Crusader* sailed into threatening seas and skies to commence her long journey home to Esquimalt, B.C. where she arrived on September 3. As she departed, the ships' companies of the *Haida* and *Cayuga* gave her a rousing three cheers.

The remaining two ships departed the following day to return to the south of Japan and their patrol area off Korea. During the southward passage the *Haida* and *Cayuga* were forced to take shelter at Minato Island as the season's worst typhoon to date swept over Japan.



The No. 5 Sea Cadet Officers' Divisional Course was held at Cornwallis between July 26 and August 9. Front row, left to right: Sub-Lt. M. K. Dolman, Lieut. R. Brennand, Sub-Lt. B. H. Butt, Lieut. P. Cox (Course Officer), CPO D. E. Graves (Course Instructor), Sub-Lt. R. E. Boates, Sub-Lt. J. W. Mitchell, and Chaplain (P) R. J. Knock. Centre row: Sub-Lt. (S) J. L. Hiebert, Sub-Lt. J. A. Bouchard, Mid. D. L. Andrews, Sub-Lt. R. G. Ouellette, Sub-Lt. G. W. Olskamp, Sub-Lt. L. G. Carruthers, Sub-Lt. O. M. Andrews, Sub-Lt. J. T. Blackmore, Sub-Lt. R. Young, and Lieut. F. R. Thwaites. Back row: Sub-Lt. H. A. Young, Lieut. R. D. Loveday, Sub-Lt. W. F. Facey, Lieut. J. D. Brown, Sub-Lt. R. E. Sheen, Lieut. J. H. Harris, Sub-Lt. H. E. Bashaw, and Sub-Lt. J. G. R. Mailly. (DB-4450)

### Sailor Rescued By UNTD Cadets

A sailor of the RCN owes his life to the fast and efficient manner in which two UNTD cadets rescued him from St. George's Harbour in Bermuda and applied artificial respiration.

AB Stephen Szczepanik, 23, of Halifax and St. Jude, Quebec, was awaiting a liberty boat at about 2030 to return him to the *Wallaceburg*, which was lying at anchor in the harbour, when he slipped and fell off the seawall. Cadet Bernard A. Beare, of Edmonton and the University of Alberta, and Cadet Alan H. Milman, of New Glasgow, N.S., and Dalhousie University, both under training in the *Portage*, heard the splash. Cadet Milman stripped while Cadet Beare flung off his jacket and plunged in. The sailor was on his way down about three feet under, when Beare found him. Milman joined his fellow cadet and the two brought Szczepanik to the seawall where others, who had been standing about 100 yards away, assisted the trio up the wall.

Both cadets took turn-about applying artificial respiration and in about 60



These are members of the No. 6 Sea Cadet Officers' Divisional Course held at HMCS Cornwallis between August 16 and 30. Front row, left to right: Lieut. Donald W. Storey, Cmd. Wtr. Officer A. L. Hayley (Course Officer), A/Lieut. Jean Caron, and Lieut. Gordon J. McKinnon. Centre row: Sub-Lt. (S) Charles A. Pincombe, Sub-Lt. William H. Whittingham, Sub-Lt. Ralph S. Burton, Sub-Lt. Roy Greening, and Sub-Lt. Peter A. Willis. Back row: Sub-Lt. John W. Hill, Sub-Lt. Eric Watt, Sub-Lt. Raymond G. Morgan, Sub-Lt. Hugh E. Fackrell, Sub-Lt. Frank Barton, and Sub-Lt. Donald Linder. (DB-4519)

### Retirement

#### CHIEF PETTY OFFICER ERNEST RONALD NUTTER

Rank: C1SL2  
 Age: 47  
 Length of Service: 25 years  
 Hometown: Victoria  
 Joined: February 14, 1929, RCNVR  
 January 6, 1930, RCN  
 Served in: HMC Ships *Naden*, *Skeena*, *Armentieres*, *St. Laurent*, *Avalon*, *Protector*, *Uganda*, *Warrior*, *Niobe*, *Ontario*, *Rockcliffe*.  
 Awards: Long Service and Good Conduct Medal  
 Retired: July 6, 1954.

seconds breathing was restored, although they continued the respiration until the arrival of a doctor. An ambulance took the sailor to a hospital where he was treated briefly before being returned to his ship.

### Family Together After 11 Years

Petty Officer Vlaho Miloslavich, a member of the band of HMCS *Stadacona* and a former Yugoslav guerrilla, has been reunited with his family after a separation of 11 years.

His wife Maria and daughter Doris, 16, arrived in Halifax September 25 aboard the liner *Vulcania*.

PO Miloslavich had last seen his family in the winter of 1943 when he left his home in the village of Sibernik, on the Adriatic Sea, to join the guerrillas.

He came to Canada in 1948 and worked at various occupations in Ontario. He entered the Navy in 1952.

### Officers' Block Opened in Halifax

A new 157-room accommodation block for officers of the Royal Canadian Navy was opened August 26 at *Stadacona*. No official ceremony was held for the opening of the new mess which marked the first time the Atlantic Command has had permanent quarters for any large number of single naval officers.

Under the mess president, Commander F. C. Frewer, executive officer *Stadacona*, the first function was an official reception in honour of HMS *Sheffield*.

The new building, of brick backed by hollow tile on a re-inforced concrete frame, is capable of accommodating 314 officers in an emergency. A completely modern galley facilitates catering.

### Retirement

#### CHIEF PETTY OFFICER JAMES CULLEN JOYCE

Rank: C1CF3  
Age: 38  
Length of Service: 20 years  
Hometown: Montreal  
Joined: April 1, 1934, RCNVR  
August 18, 1934, RCN  
Served in: HMC Ships *Stadacona*, *Saguenay*, *Champlain*, *Annapolis*, *Hochelaga*, *Fredericton*, *Cornwallis*, *Assiniboine*, *Avdon*, *Peregrine*, *Uganda*, *Niobe*, *Scotian*, *Llewellyn*, *Nootka*, *Granby*, *Chignecto*.  
Awards: Long Service and Good Conduct Medal  
Retired: August 17, 1954.

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Shown here are members of the No. 3 Chaplains Divisional Course held at HMCS Cornwallis between August 9 and 23. Front row, left to right: Chaplains Ivan R. Edwards, Gerald N. Schaus, Instructor Lieut. (P) David D. MacKenzie (Course Officer), Chaplains Henry I. Hare and Callum Thompson. Centre row: Chaplains Gaston Gravel, Stephen W. Wilk, Douglas Louie, Allan S. Hunt, William J. Bingham, and Regis Pelletier. Back row: Chaplains Ralph J. Knock, Samuel M. Holmes, Robert Shannon, Donald H. Parr, and Joseph W. Ellis. (DB-4505)

In addition to the dormitory rooms, there are also a ballroom, a games room, dining room, wardroom, gunroom and a Nursing Officers' and Wren Officers' room. Heated by radiant heating from *Stadacona's* central heating plant, the building cost about \$1,300,000.

HRH the Duchess of Kent during her tour of Halifax, visited the new mess, where a number of officers and their wives were presented.

### Farewell for Mess President

CPO Thomas Dicks, who for the past four years has been the president of the Chief and Petty Officers' mess in HMCS *Stadacona*, was honoured at a farewell luncheon in the mess recently.

Cdr. Frederick Frewer, acting for Commodore E. P. Tisdall, presented CPO Dicks with an engraved sterling silver cocktail set. CPO Dicks has left to join the *Nootka*.

### Extra Engine Handy Thing

On his second flight-deck take-off in a Grumman S2F, the new anti-submarine aircraft with which the Royal Canadian Navy is re-arming its A/S squadrons, Lieut. (P) Robin Hughes experienced an engine failure—and didn't get wet.

The incident, which underlined the advantage of having two engines, occurred shortly after Lieut. Hughes had joined the U.S. carrier *Valley Forge* and after the Canadian naval pilot had rolled up an impressive number of hours flying the S2F from land.

What happened when the engine failed was described by Captain J. W. Byng, USN, in a recent issue of the "Weekly Aviation Safety Bulletin" as follows:

### Retirement

#### CHIEF PETTY OFFICER LUDGER HECTOR HORMIDAS LAFOND

Rank: C1CF2  
Age: 44  
Length of Service: 20 years  
Hometown: Montreal  
Joined: December 9, 1931, RCNVR,  
August 18, 1934, RCN  
Served in: HMC Ships *Stadacona*, *Saguenay*, *St. Laurent*, *Skeena*, *Hamilton*, *Fort Ramsay*, *Cornwallis*, *Givenchy*, *Prince Robert*, *Niobe*, *Crusader*, *Uganda*, *Donnacona*, *Shearwater*.  
Awards: Canadian Forces Decoration  
Retired: August 17, 1954.

"While engaged in S2F carrier qualification on board the USS *Valley Forge*, Lieut. R. L. Hughes, RCN, an exchange pilot attached to VS-26, completed his first landing and prepared for the subsequent deck-run take-off. Obtaining a normal, full power turnup, Lieut. Hughes released the brakes and started down the deck.

"Just after beginning the roll, Lieut. Hughes felt a slackening of acceleration and moved his hand from the throttles to the prop controls which were prone to slip back due to the S2F's friction lock arrangement. However, prop controls were properly forward, so Lieut. Hughes sneaked a quick peek at the gauges and observed a large spread in the needles of RPM and manifold indicators.

"By this time he was at the bow with 69-70 knots and carrying full right rudder. As he flopped over the bow, with the plane angling slightly left, Lieut. Hughes punched the prop feather button (the red indicator light was on) and raised the gear handle, while employing maximum BRF (big right foot) against single engine yaw.

"The prop feathered immediately and Lieut. Hughes regained directional control as he levelled off at wave top height. The plane gradually picked up climbing speed, and Lieut. Hughes made an uneventful single engine flight to, and landing at, Norfolk.

"To pilot Hughes, for his proper, cool and expeditious reactions, a Well Done, and to other S2F pilots, an admiring reminder that the excellent single-engine characteristics of your aircraft present an enviable pilot-plane potential in carrying out a mission which becomes more important daily."

### TAS School Head Honoured at Party

A farewell party in honour of Cdr. J. P. T. Dawson was held July 20 in the Chief and POs Mess, *Stadacona*, by the TAS School staff.

Cdr. Dawson has left to take up duty on the Directing Staff, RN Staff College, Greenwich. He was succeeded by Lt.-Cdr. D. R. Saxon.

### Author's Son Christened

Chaplain (P) E. G. B. Foote, Chaplain of the Fleet, officiated at the christening of Marc Monsarrat, baby son of Nicholas Monsarrat, author of "The Cruel Sea" and information advisor to the United Kingdom High Commissioner, and Mrs. Monsarrat, held recently at HMCS *Carleton*, the naval division in Ottawa.



And why shouldn't there be a big smile on the face of Instructor Lieut. J. C. Hawes? The "lucky guy" was course officer for the No. 7 Divisional Course for Wrens and Nursing Sisters at Cornwallis between August 23 and September 6. Members of the course, front row, left to right: A/Sub-Lt. (W) J. M. Hepinstall, A/Sub-Lt. (MN) M. P. Parker, A/Sub-Lt. (MN) M. G. Sampson, A/Sub-Lt. (W) J. L. Tyo, Instructor Lieut. Hawes, Lieut. (W) L. E. MacLean, Sub-Lt. (W) D. E. Kennedy, A/Sub-Lt. (W) S. M. Brereton, and A/Sub-Lt. (MN) B. J. Nunn. Second row: A/Sub-Lt. (MN) D. F. Borland, Sub-Lt. W. I. Popham, A/Sub-Lt. (MN) E. C. Forbes, A/Sub-Lt. (MN) A. M. Smith, A/Sub-Lt. (MN) N. E. Small, A/Sub-Lt. (MN) Brown and Sub-Lt. (MN) E. E. Nordlund. Third row: A/Sub-Lt. (MN) Poley, A/Sub-Lt. (W) F. E. Hesketh, Sub-Lt. (MN) M. Henriet, Sub-Lt. (MN) B. M. Selfridge, A/Sub-Lt. (MT) J. P. Prior, A/Sub-Lt. (MT) P. A. Beckwith, A/Sub-Lt. (W) V. E. Lavis and A/Sub-Lt. (MN) E. M. Reed-Lewis. Back row: A/Sub-Lt. (MN) D. D. Kirkpatrick, A/Sub-Lt. (W) D. E. Parkinson, A/Sub-Lt. (MN) H. G. Coad, A/Sub-Lt. (W) E. A. Hargreaves, A/Sub-Lt. (MT) L. B. Williams, A/Sub-Lt. (MT) J. M. Sabiston, A/Sub-Lt. (W) P. A. Lawson, A/Sub-Lt. (W) M. C. Whiteside, A/Sub-Lt. (W) S. M. Scott and Sub-Lt. (W) E. Cunningham. (DB-5421)

The ceremony was performed with water from the Atlantic Ocean, held in the ship's bell, and brought by Mr. Monsarrat from Lord's Pocket, a small cove near St. Andrews, N.B.

Capt. V. A. Wight-Boycott, naval advisor, and H. G. Curran, financial advisor to the U.K. High Commissioner, acted as proxy godfathers. Miss Edith

Joyce, of Montreal, was the baby's godmother.

### Naval Officer New Head of Royal Roads

An army officer and a naval officer exchanged hemispheres in appointments announced by National Defence Headquarters on October 1.

Captain J. A. Charles, who had been serving as Commander Canadian Destroyers Far East and commanding officer of the *Haida*, flew back to Canada to assume the appointment of commandant at Royal Roads, the Canadian Services College near Victoria.

The former commandant, Col. Cameron B. Ware, has been appointed Commander Canadian Military Mission Far East in Tokyo, with the acting rank of brigadier.

### Scholarship for Officer's Son

Stuart Michael Piddocke, son of the late Lieut. Frederick Stuart Piddocke, of Abbotsford, B.C., who was killed in the Battle of the Atlantic, has been awarded a \$300 scholarship by the Naval Officers' Association of Canada, Victoria Branch.

Stuart led his area in the Grade 12 examinations in B.C. and has entered the University of British Columbia.

### Retirement

#### CHIEF PETTY OFFICER GEORGE HENRY SHIPLEY

Rank: C1E1R4  
Age: 47  
Length of Service: 24 years  
Hometown: Calgary  
Joined: May 12, 1930, RCNVR  
August 14, 1930, RCN  
Served in: HMC Ships *Naden*, *Vancouver*, *Skeena*, *Fraser*, *Pembroke*, *St. Laurent*, *Armentieres*, *Stadacona*, *Baddeck*, *St. Clair*, *Protector*, *Avalon*, *Niobe*, *Algonquin*, *Scotian*, *Cornwallis*, *Peregrine*, *Kootenay*, *Givenchy*, *Ontario*, *Rockliffe*, *Sault Ste. Marie*.  
Awards: Long Service and Good Conduct Medal  
Retired: August 14, 1954.

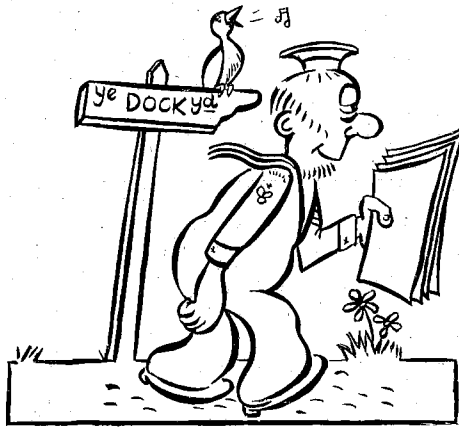
# The Rime of the Bearded Matelot

OR

## VOL THREE PART KAY IS HERE TO STAY

With apologies to Samuel Coleridge, the Literary Supplement, the World of Art and the Little Girl Who Works in the Control Office.

II



I

(Wherein a matelot doth joyfully trundle through the Dockyard on his way to draw some stores for his kindhearted and hard-working old Paybob.)

It is a bearded matelot  
Who weareth badges three;  
And on his breast with other things,  
Two clasps to his C.D.

His step is light and light his heart  
And brightly shines his eye,  
As through ye dockyard wends his way.

To Depot of Supply.

CHORUS:

To Depot of Supply, my boys,  
Then heave the Capstan round,  
With a Yo Heave Ho, let the wind  
blow free  
And away for the Homeward Bound.

Of high import his mission is;  
Paybob had quoth to he:

"Kind matelot, would'st thou go  
ashore

To draw some stores for me?"

With stores demand seized in his  
hand

Yon matelot sought his way  
To every door of Depot, Store,  
All on a summer's day.

And in that place with smiling grace  
Fair damsel quoth to he:

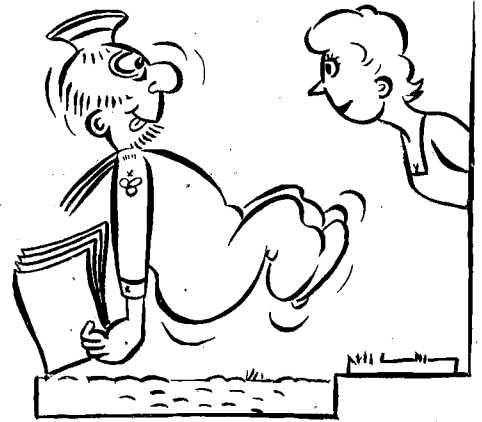
"Good morrow, ancient matelot, sire,  
What may'st I do for thee?"

(Wherein the matelot addresses the fair Control Office Clerk in befitting manner.)

"O lovely creature, beauty fair,  
O party trim with golden hair,  
Into thy tiny shell-pink hand  
I lay this flaming stores demand  
Which thou shalt register for me  
And I shalt come back after tea,  
Pick up my stores; return to ship;  
Of thee I'll dream as tea I sip;  
Thy beauty sets my heart aflame—  
O by the by, what is thy name?"

(Wherein the maiden eyes the matelot through eyes which have narrowed to steely slits and doth make reply unto him.)

"Thanks be to thee, brave matelot,  
With romance thou art fraught;  
But in drawing stores from NSD  
It shall avail thee naught."



CHORUS:

It shall avail him naught, my lads,  
Nor need he shout nor pray,  
For Depot of Supply now comes,  
Under Volume 3, Part K.

(Wherein the maiden continueth and related to the matelot some things hitherto unbeknownst to him)

"The days when odds and sods like  
thee  
Just drew their stores and went to  
sea  
And when they needed more, came  
back,  
Are over now, dost hear me, Jack?"

"For now we are most organized  
In branches full a score;  
Things dost not be as simple now  
As in the days of yore.

"Now, ancient greybeard," utters  
she,  
"No NAVCAT, PRECAT do I see.  
Thou'st made the thing in copies  
four,  
We'll need at least a couple more.

"For we must process, pre-post,  
punch,  
Besides, it's almost time for lunch.  
'Tis very plain as plain can be,  
Thou hast not read Part K, Vol  
three.

"Demands we screen and segregate  
To cross-refer and tabulate  
And then to distribute the work  
We pass it to a posting clerk.

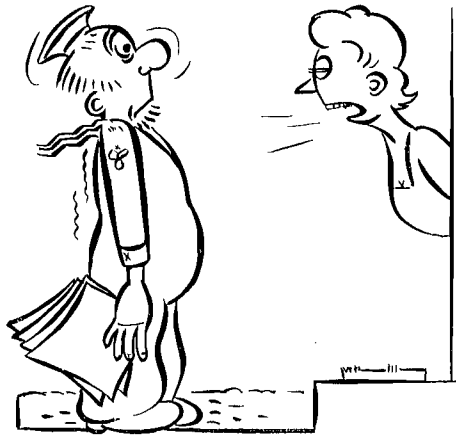


"Then file and raise transaction card  
Which NHQ wilt soon regard;  
The issue voucher we must raise,  
The stock description close appraise.

"For items under stock control,  
Pre-posting system is our goal;  
But yard demands are much more  
fun,  
We post-post those when all is  
done."

(The ancient matelot  
stroketh his beard  
thoughtfully and com-  
miserateth with the  
fair damsel)

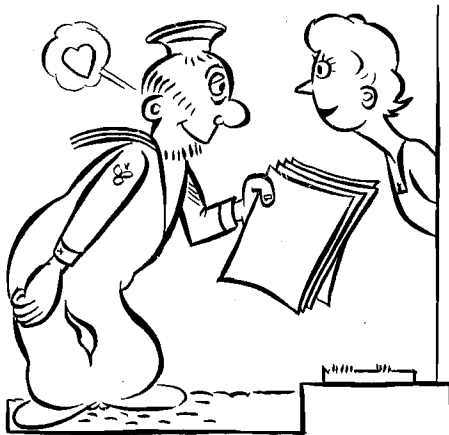
"In sooth," the awestruck sailor  
stated,  
"Thy work indeed is complicated."



"Catalogue and realign, identify and  
reassign;  
Clear for customs,  
Process for paying,  
and raise in quint

The bills of lading.  
And when our shelves of stock go  
bare,  
An obligation card prepare.  
Maintain statistics  
On logistics.  
And do our best in every way  
To follow Volume three, part K."

(The maiden finisheth  
her spiel and weepeth  
openly into a linen  
hankie purchased the  
week before at a local  
five and dime counter)



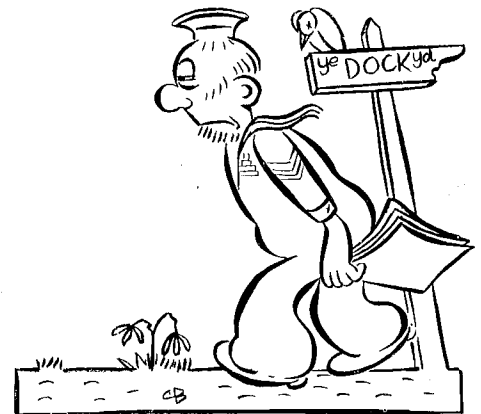
**CHORUS:**

Then cheers for Volume three,  
Part K,  
Whose very dictates we obey;  
As wooden ships gave way to steel,  
Stores methods too, renew their  
keel.

It is an ancient matelot  
Who leaveth Depot, Store,  
A sadder and a wiser man  
For having been ashore.

A dockyard matey heard him sigh  
As he did slowly pass:  
"Oh, glad the day whereon I joined  
As Stoker, Second Class."

—A.C.T.



## A Visit to a Graveyard in Brittany

Hidden behind a stone wall in a quiet corner of the town, is a plot of land especially sacred to the Royal Canadian Navy and the people of the ancient French village of Plouescat on the Channel coast of Brittany.

Here are graves of 60 men who lost their lives when HMCS *Athabaskan* was sunk in a hard-fought naval engagement in April 1944. The first organized visit of Canadians to the secluded cemetery occurred this year when the cruiser *Quebec* visited Brest. The three officers who formed the official party then learned for the first time that the villagers' interest in the dead Canadian sailors had cost them dearly.

When the Nazis brought the bodies to Plouescat for burial, men of the village and district expressed extreme displeasure with the callous treatment

accorded them. The enemy responded to the outburst by rounding up some 75 men from Plouescat and sending them away to forced labour. Only about 50 of the men returned from the ordeal.

Because, in this way, they shared in Canada's loss, the people of Plouescat have lavished more than ordinary care on the 60 graves. Three times each year, formal services of remembrance are held—on All Saints Day, November 1, the citizens of Plouescat individually place tribute on the graves.

The officers from the *Quebec* found on each grave a simple memorial stone on which is inscribed the name, rank and ship of the man buried there. The inscriptions in the case of French-Canadian personnel are in French. Some of the stones bear the words "An Unknown Canadian Sailor".

Plouescat's acting mayor placed a spray of flowers on the central plot and the *Quebec* officers then paid similar tribute to the memory of the men of the *Athabaskan*. Members of the village council and other townspeople were present for the simple ceremony.

Later the council and the ships' officers assembled in the Town Hall Chambers. Plouescat was thanked, on behalf of the Royal Canadian Navy and the people of Canada, for the care and attention that had been given to the men of the *Athabaskan*.

Adjacent to the graves of the Canadian sailors is a tall stone cross of sacrifice, on which is superimposed a bronze sword of battle—a memorial which was unveiled and dedicated to the memory of the *Athabaskan* seamen in June.

# AFLOAT AND ASHORE

## PACIFIC COMMAND

### HMCS *Cayuga*

During a recent maintenance period in Japan, HMCS *Cayuga* was fitted with funnel cowls in an effort to reduce both deterioration of wiring and equipment and the need for continually renewing signal halyards on the foremast.

With drawings of the cowling fitted to the *Crusader's* funnels as a guide, and advised by aesthetic ship officers, the task was placed in the hands of a Japanese shipyard.

Following considerable levels of bamboo and straw rope scaffold construction about each funnel and necessary preliminaries, the day arrived for the placing of the cowls. The ship was moved under a crane where in the space of an hour the cowls were in position. Then followed much hammering and welding by a swarm of shipyard workers. The scaffolds were removed and the workers departed. At last the new look was there.

Much comment on both the usefulness and the artistic choice of the cowls has been heard, and, as is usual in the case of things of art, there are many differing views.

In the matter of usefulness there has perhaps been more agreement. The first comments arose when the boilers were flashed up. A great shower of soot and scale, aggravated by hammering and welding on the funnels, erupted to descend upon the upper deck on a damp windless day. The comments on this occasion could not be recorded. The Chief Cook reported immediate satisfaction, for his galley stove has apparently received a much better draught for its oil fires.

It will take further time to determine the value of the cowls in the preservation of the mast and fittings. The signalmen, however, are happier, for halyard losses, with and without flags, are fewer.

Of immediate concern to all in the Royal Canadian Navy though, must be the new and distinguished look of the *Cayuga*, the first of her class.

### Seamanship Training Centre

It looks like the "Old School" is coming back into its own. For one thing, the large sign declaring "Supply Annex" has been replaced with a large ship's wheel surrounded by a freshly-painted

Kisbie buoy which informs all that this was, and still is, *Naden's* Seamanship Training Centre.

The upper deck, too, has taken on a more nautical look. A new board displaying all types of cordage and their pattern numbers has been supplied from the dockyard, and now hangs outside the office of the officer-in-charge. Further along the hall are several other boards displaying a variety of knots and ropework.

A modern steering teacher, complete with wheelhouse and binnacle, has replaced the two compass and helm classrooms. The new machine has attracted

interest and should prove an asset in the instruction of ordinary seamen.—H.K.

### *Naden* Electrical Department

*Naden's* electrical department lost two of its members, CPO Bob Watson and PO Sam McCleave, this summer, both having gone to Halifax on a two-year draft.

Also gone are PO Rick Childerhouse and AB Bob Filleul. The former is at Nelles Block where he cracks the whip over the cafeteria staff, and the latter has gone back to the Alberta prairies to resume his role as Innisfail's mortician.

## ATLANTIC COMMAND

### HMCS *Haida*

When Canadian destroyer-escorts in the Far East can be spared from their Korean patrol duties they sometimes team up with American destroyers, aircraft carriers and submarines for hunter-killer exercises.

During these anti-submarine exercises the conditions of war at sea are made as realistic as possible. The various phases of an anti-submarine battle are carried out, with no holds barred except, of course, the firing of live anti-submarine weapons.

The *Haida* (Captain J. A. Charles), completed two such operations and had the satisfaction of earning a "well done" from the Admiral commanding the group, in reward for her efforts.

It was hard work for all hands during the exercises, but, when they were over, everyone from engineering mechanic to quartermaster felt that their ship was ready to deal effectively with the real thing.

### HMCS *Micmac*

Another venture in the varied career of HMCS *Micmac* was successfully carried out in the escorting of HM Royal Yacht *Britannia* while the latter was in Canadian waters to meet His Royal Highness the Duke of Edinburgh. The Royal Yacht was escorted by the destroyer from the straits of Bell Ile to Montreal, Quebec City and on to Goose Bay where His Royal Highness left Canada after a tour which included the British Empire Games.

The *Micmac* left Halifax on Monday, August 2, carrying her normal



Standing in the Maritime Museum atop Citadel Hill in Halifax, is a life-sized dummy wearing the uniform of the late Vice-Admiral Henry William Bruce KCB, RN, former Commander-in-Chief of the Pacific Station. He is the man who was instrumental in having the first naval buildings erected at Duntze Head in Esquimalt.

complement, plus 36 cadets from various parts of Canada. Early Thursday morning the Royal Yacht was met and the *Micmac's* two-week vigil began.

The first port of call was Montreal. It is hard to say who enjoyed the stay in this city most, the British sailors of the *Britannia*, the Canadians from the *Micmac* or the population of this great metropolis. During the stay the chief and petty officers of the *Britannia* entertained the chief and petty officers of the *Micmac* at a reception on board the Royal vessel.

On Tuesday morning the two ships left quite a wake behind them as they sailed down the St. Lawrence River to Quebec City. Once again a great welcome was extended to the ships. Once again the Canadian and British chief and petty officers had a chance to compare notes at a reception, this time on board the *Micmac*.

While at Quebec the *Micmac* had the honour of supplying guard boats and sentries when the Duke visited the Royal Yacht.

Leaving Quebec City a high speed was maintained en route to Goose Bay. The only time speed was relaxed was during a dense fog while the ships

### Micmac Rushes CPO to Hospital

No cruise in the RCN is complete without some sidelight, and such was the case when the *Micmac* recently escorted HM Royal Yacht *Britannia*.

This time it entailed a race against time to convey CPO Charles Scott to hospital. CPO Scott was serving in the *Quebec*, and came down with acute appendicitis just prior to the meeting of the two ships. He was transferred by jackstay to *Micmac* with the intention of returning him to RCNH Halifax, but it soon became evident that he was too seriously ill to attempt to take him this distance.

CPO Robert Kinsey, the medical assistant aboard the *Micmac* did all in his power to make CPO Scott comfortable and the *Micmac* set out at full speed for St. Anthony, which is the site of a Grenfell Mission hospital on the east coast of the northern tip of Newfoundland.

Near midnight on August 18, just 14 hours after the patient had been transferred, he was lowered into the ship's motor boat and taken ashore. Once in hospital an emergency operation was performed and shortly after the patient was resting comfortably.

Coincidentally, Rear-Admiral Frank Houghton, who had a long and distinguished career in the Royal Canadian Navy, is executive manager of the famous international Grenfell Missions and was discovered present in St. Anthony.

Admiral Houghton was thereupon taken on a midnight visit to the ship and to Cdr. G. M. Wadds, commanding officer.



Two dorymen, winners of the dory championship in the Lunenburg Fisheries Exhibition last year, sailed on board HMCS *Granby* to attend the International Championships in Gloucester, Mass. Before their departure Miss Janet Conrad, Le Have, N.S., crowned "Queen of the Seas" in the same exhibition visited the ship to wish the men luck. Here they are seen in the enclosed bridge of the ship. Left to right they are Gerald Dempsey; Miss Conrad and Richard Nagle. Both men are from Herring Cove. (HS-31466)

were passing through waters which were scattered with icebergs. The ships arrived at the Labrador community on Tuesday evening. The RCAF station went all out to ensure that the visiting sailors had a good time while there.

Early Thursday the *Micmac* began the last lap in her escorting duty. The last part was in fact the most important of all as now the Royal Yacht had HRH embarked. Shortly after leaving Goose Bay, HMCS *Quebec* joined, it being her duty to escort the *Britannia* far out into the Atlantic.

On parting from the Royal Yacht, the *Micmac* manned ship and gave three hearty cheers for His Royal Highness despite the fairly heavy sea which was running at the time. With a final burst of speed the *Micmac* parted company.

The last message was from the Flag Officer Royal Yacht:

"I have to convey the following message from HRH the Duke of Edinburgh. Thank you for your escort. I wish you a pleasant voyage to your home port."

### HMCS Cornwallis

After a quiet summer communications training has increased in tempo, with a new long course qualifying for Lieutenant (C), and both Radio and Visual Trade Group Three courses under way, in addition to 11 Radio and Visual Trade Group One courses.

New additions to the visual staff include Lieut.-Cdr. (C) G. A. F. Bower, RN, who has relieved Lieut.-Cdr. P. W. Dolphin, RN, as the Royal Navy's representative in the Communication School, and assumed the post of senior visual staff officer. He will be assisted by Lieut. J. L. Gates, USN, who has succeeded Lieut. Ralph Cerney as second visual staff officer.

Both Lieut.-Cdr. Dolphin and Lieut. Cerney will be missed. They have made valuable contributions to the training in the school as well as providing liaison with their respective services. Cd. Communications Officer Jim Ellerton has taken Lieut. F. M. Skinner's place as Third Visual Staff Officer, the latter assuming the duties of OIC, Albro Lake Naval Radio Station.

Lieut.-Cdr. (C) J. B. C. Carling has taken up his duties as Flag Lieutenant Commander to the Naval Board and has been relieved as senior radio staff officer by Lieut. (C) R. M. Dunbar from Albro Lake.

Ord. Sea. Maxwell Stewart of CR 66 qualified trade group one with 94 per cent the highest mark of which there is any record in HMC Communication School.

The Matheson Flag Hoisting competition for the months of August and September has been won by CV 72, whose class instructor is PO George Mannix.

### HMCS Iroquois

A large crowd of relatives, friends and well-wishers were gathered on Jetty 5 in HMC Dockyard on July 1, 1954, to bid goodbye to HMCS *Iroquois* as she embarked on her third tour of Korean duty.

The ship stopped briefly in Kingston, Jamaica and overnight in Balboa.

In Manzanilla, a beach party was organized while the ship completed logistics. Sandwiches and refreshments were taken and many officers and men who attended enjoyed swimming and softball.

The ship arrived in Long Beach on Friday, July 16. Many of the men enjoyed sightseeing in Los Angeles, Hollywood and Beverley Hills, but a good portion of the ship's company contented themselves by utilizing the many facilities in the large Long Beach Naval Station. An opportunity was provided to renew some naval acquaintances as HMC Ships *New Glasgow* and *Stettler* were at Long Beach on a courtesy call following a Cadet Training cruise.

The three ships slipped together on Monday evening July 19, the *Iroquois* destined for Pearl Harbour and the two converted frigates homeward bound for Esquimalt.

The *Iroquois* spent 12 days in Pearl Harbour, exercising almost daily with U.S. ships and submarines. The one weekend spent alongside was utilized in touring the island of Oahu.

The USCG *Iroquois* was also in Pearl Harbour. Two softball games were

played with members of the ship but, unfortunately, the Americans were victors on both occasions.

After brief stops in Kwajalein and Guam the *Iroquois* met the *Haida* and the *Cayuga* in Sasebo on August 22. Three days later the ship slipped in company with the *Haida* to embark on the first operational patrol of this trip in Korean waters.

### HMCS Lauzon

Two of the ship's officers have been on special duty during the long-leave period since the *Lauzon* returned from the long spring cruise. Lieut. A. J. Geddes, who was slated to become Staff Officer UNTD at Acadia, Dalhousie and Nova Scotia Technical College, was one of those taking the Admiral's barge to the Bras d'Or Lakes during the annual leave of Rear-Admiral Roger E. S. Bidwell. Lieut. A. G. Murray, who has been carrying out the first lieutenant's duties in the absence of Lieut. E. J. Hyman accompanied a U.S. naval party in making preliminary surveys for the establishment of a hydrographic station on Nova Scotia's south shore.

Lieut. (E) B. J. Jennings has finally forsaken the sea and taken up an appointment on Supyard's staff in Halifax, and replacing him is Lieut. (E) Dennis Shuttleworth. Other newcomers to the wardroom are A/Sub-Lt. Morris Komarnisky from the *Quebec*, and Midshipmen J. B. Elson, John Harwood and J. D. Large from the *Ontario*.

Two of the ship's company, CPO A. R. Watson and PO John Drake recently picked up their third badges. As well, PO Drake was promoted to P1QR1. CPO Tait Clarke became a C1OT1 and was also rated a chief over six years.

### Albro Lake Radio Station

The time has come for those on leave to hurry back to the station to rejoin their watches. A tardy few fall by the wayside and straggle aboard adrift to find themselves standing hat in hand before a frowning OIC.

A new era is evolving at Albro Lake Radio Station, as a result of the recent approval of a new operational building.

In anticipation of future staff requirements the complement committee approved a commissioned communication officer as main receiving room supervisor. Cd. Comm. Officer Charles J. Scott has been appointed to this post at Albro and is scheduled to arrive in late autumn.

A regulating petty officer, CPO Arthur J. Hannaford, joined the station early in August and took over regulating duties from CPO Herbert W. Cooper, who left to join the instructional staff of HMC Signal School at Cornwallis.

For the first time in the history of the RCN, a facsimile broadcast has been provided for the North Atlantic, by Halifax Radio. Preliminary trials have been completed and early in September, facsimile transmissions of weather maps and comic strips added a new phase to the CW and Ratt broadcasts.

### HMCS Portage

The *Portage*, in company with the *Wallaceburg*, arrived in Halifax July 22 on completion of Cruise "Charlie" and immediately launched into preparation for Navy Day the following Saturday.

There is no need to go into detail regarding the weather, about which much will have been written; suffice to say that the party landed for the parade returned very wet indeed.

Happily, though, the afternoon proved more successful. The ship was opened for visitors and took part in the demonstrations being carried out for the public's interest as well as service, and as a "grandstand" for other events.

On the following Monday, the cadet-training class left the ship on being relieved by *Haida* Division for Cruise "Dog" and the *Portage* and the *Wallaceburg* sailed for Chedabucto Bay, arriving that evening. After mooring ship and various other exercises the ships sailed for Charlottetown, P.E.I., and arrived there, having completed jackstay transfer and towing exercises on Friday, July 29.



A pleasant weekend was enjoyed by the ship's company after a rather active week's work. His Honour the Lieutenant-Governor entertained officers and cadets at a ball on Friday evening. Various activities and tours were engaged in during the weekend and for many, the time spent in Charlottetown was much too short.

Monday morning the ships sailed for Seven Islands Bay. During the stay in Seven Islands, the inevitable regatta was held, the *Portage* this time won most of the events and returned the "Captain's Dollar" to its old position (framed on Sick Bay Door), having lost it the previous trip.

On Thursday, August 5 the *Portage* having assumed a new role, that of OTC, as a result of the sudden illness of the commanding officer of the *Wallaceburg*, led the training group from Seven Islands and proceeded towards the city of Quebec. An enjoyable weekend was spent in the ancient city by all hands and the following Monday both ships sailed for Halifax. While in Quebec,



The newly-appointed commanding officer of the coastal escort *New Liskeard*, Lt.-Cdr. Maurice A. Turner (left), is seen on the bridge of the ship with his predecessor, Lt.-Cdr. Robert L. Ellis, who has been appointed to *Stadacona*. (HS-32206)

### Venerable Supply Building to Go

As a consequence of the letting of the contract for the new supply building, one of the venerable landmarks of *Naden* will be demolished in the near future.

The present supply building, facing on the old parade square, was built in 1873. It was a hospital originally but during its long and useful existence housed many and varied activities.

When Lt.-Cdr. C. T. Beard was placed in command of the newly-commissioned barracks of *HMCS Naden* in 1922, a difficult phase of his work was to direct the conversion of the red brick bungalow building into naval barracks, among which stood the old Royal Naval Hospital.

What is now general stores was transformed from a hospital into a mess deck. The stationery stores was the preparing room and between them was the main galley. Many retired chief and petty officers will recall how their brown bear mascot would get out of hand, sweep the mess table clear of eating utensils and begin to drink all their milk. That was the galley.

Just before coming down the steps facing the beef screen was another door entering into the dry canteen. The quarterdeck was located just outside the eastern end of the messdeck, facing the small parade square. The old quartermaster's P.A. station can still be seen, though it has long been silent.

Partially on the site, but taking up a much greater area will rise a functional three-storey building of advanced design. It will lie between the old gymnasium and Nelles Block. The new building will house all supply activity under the one roof, greatly simplifying supply operation and administration.

Lieut. S. G. Tomlinson, bid farewell to the ship after having served in her for almost two years. He has taken up a new appointment in Ottawa.

The Saguenay Division of Cadets having joined and settled in, over the weekend, the ship sailed again on Monday morning for St. Anne's Harbour, Cape Breton Island, on the final training cruise of the season. A pleasant two days lying at anchor was spent there and, during this time, cadets were instructed in boatwork, anchoring and mooring.

On Thursday, August 19, the ships sailed for Gaspé where they arrived on the following day, after a full program including towing fore and aft, passing jackstays, gunnery shoots and depth charge firing. When the depth charges were fired, the ships were stopped and boats sent away to retrieve the fish. About 500 pounds of fish were collected.

### HMCS Buckingham

Known affectionately as the "Little Maggie" from the fact that her commanding officer, Lieut.-Cdr. (P) John Roberts and her first lieutenant, Lieut.-Cdr. (P) Donald Knox are both seasoned naval aviation pilots, *HMCS Buckingham* completed her frigate conversion in Vickers, Montreal, and was commissioned on June 25. After some time in Halifax she was attached as a training tender to *HMCS Cornwallis* to provide sea experience for new entries in the RCN.

Divisions of 60 to 80 new entries are embarked once a week and, for a period of five days, receive practical instruction while also fulfilling regular duties on the watch and quarter bill. Although such records might be difficult to establish, it is highly probable that no other ship in the RCN has raised and lowered its boats more often, secured and slipped from a buoy more times, or prepared to tow forward or aft more frequently in a period of less than three months than has the *Buckingham*. At any time of the day, new entries clad in working dress with their distinguishing shoulder patches can be seen dashing about the deck in answer to the commands of instructors. Yet all the while the ship is at sea, and only the bravely bored dare to yawn!

But not all the time spent by new entries in the *Buckingham* is devoted to instruction. Each week there is usually a port of call and the new entries have opportunities for leave—sometimes on foreign soil! Recently the ship paid a brief visit to Portland, Maine, and received a warm welcome from the staff officer of the Reserve Naval Training Station as well as from the city manager, city engineer, fire chief and other civic officials. Indeed, when the ship sailed she was escorted out of the harbour by the city fire tug, which led the way in a multiple fountain of water.

Not all the ship's company of the *Buckingham* are concerned with training, and although their numbers are re-

duced in order to permit accommodation for trainees, the lack is more than made up in quality. During the visit to Portland a fine gesture was made by PO A. E. Kelly who heard that a benefit show was being held to raise funds for the Community Chest and promptly volunteered his services. An accomplished entertainer, PO Kelly borrowed a guitar and won considerable applause with his yodelling.

Although there are a number of talented entertainers on board, the ship's company of the *Buckingham* derive considerable enjoyment from another source, for there are probably few RCN ships—at least of comparable size—which can proudly point to three television sets! The wardroom was happily presented with a beautiful set by Vickers on commissioning, but not to be outdone (and funds being available) additional sets were purchased for the cafeteria and the chief and petty officers' mess. Since telecast facilities in the *Cornwallis* area are somewhat limited, there is little variety in the programs chosen on the three sets, but the *Buckingham* stands ready for the future.

## NAVAL DIVISIONS

### HMCS Queen

With the opening of the 1954-55 training year prospects appear bright in the Queen City naval division. The fast approaching completion of the new naval barracks, located on the shores of Wascana Lake, will enable an enlarged training program to be undertaken.

The first item of the training season was a visit to the almost completed building by the ship's company. Enthusiasm and interest were much in evidence.

Following the visit, Cdr. William Haggett, commanding officer, reviewed the accomplishments of the past training year. It was noted that the increase in the number of reservists participating in Naval Training and the high standard of training reports were a source of satisfaction. At the conclusion of this meeting Ordnance Lieut. H. G. Holmes presented the new naval film "In Line of Duty".

Under the direction of Lieut. H. G. Holmes, who is the RCN recruiting officer, the naval display at the Regina Exhibition was very effective. Attendance figures indicated that upwards of 40,000 persons passed through the display during the week.

Personnel changes at this report are: Lieut. G. W. S. Brooks, Staff Officer (Administration), has taken up his new appointment as Schools Relations Of-

ficer in this area. He has been relieved by Lieut. B. N. Webber as Staff Officer (Administration).

Lieut.-Cdr. S. A. Greig, supply officer, is being relieved by Lieut. (S) A. R. Shields. Lieut.-Cdr. Greig is returning to civilian life, and the Active List, RCN(R).

An RCN(R) transfer was effected for CPO D. K. Ogilvie, from *Chippawa*, Winnipeg, to Regina.

Ord. Wren O. R. Peart, of *Cataraqui*, has been present at a number of parades while employed in the Regina area. It is expected that she will transfer to this division in the near future.

### HMCS Scotian

On Saturday morning, September 11, the coastal escort *Granby*, tender to the Halifax naval division, cast off from Jetty One with her complement of *Scotian* personnel and headed out to sea.

This first trip to sea for six Wrens had originally been arranged for the

### Former Frigate Luxury Yacht

What becomes of old Canadian warships?

Some (according to possibly truthful legend) have been converted into razor blades; others have become tugs or coastal passenger and freight vessels. Still others are serving in foreign navies across the world.

The happiest fate of all, according to a recent Reuters despatch from Kiel, Germany, has befallen the former HMCS *Stormont*, a frigate whose men claimed she was one of the most sea-going ships in the Royal Canadian Navy, with service in the North Atlantic, the Arctic and European waters. She destroyed 18 drifting mines and was part of a striking force that sank three U-boats and probably a fourth.

Bought from Canada in 1948 by Aristotle Sokrates Onassis, owner of the world's biggest tanker fleet, the *Stormont* was taken to Kiel in 1952.

Now she has emerged from the Howaldt shipyard, streamlined and gleaming white, as the world's most luxurious yacht, the *Christina*. All that remains of the old *Stormont* is the hull and the engines.

She is reported to have nine guest cabins, each with a marble-fitted bathroom. There is a swimming pool whose mosaic floor bears a scene of ancient Greek history. At the push of a button the pool drains and the bottom rises to become a dance floor.

She sailed the other day from Kiel for an unannounced destination, a former German naval officer, Captain Thienemann, in command. Her crew and her guests will probably never know that on her decks 10 years ago a Canadian sailor died when the ship came under fire from a German shore battery.

afternoon, but plans were changed to accommodate another sea-going lady—Hurricane Edna.

Darkening skies and an increasingly heavy sea accompanied *Granby* as the Wrens inspected the ship. Despite the heavy roll, they investigated thoroughly the engine room, operations room, the galley (no evidence of seasickness even here) and finished up with the bridge.

It was generally agreed that the highlight of the trip was dinner on board. Swaying from the galley to the mess deck with a tray full of food, narrowly escaping a painful bump or two from head-high obstacles all added to the fun of our first cruise on board one of Her Majesty's Ships.

On Thursday afternoon, September 2, the Wrens from *Scotian*, under Sub-Lt. (W) Jean MacLeod, assembled at the airport at Shearwater to welcome HRH the Duchess of Kent and her daughter, the Princess Alexandra. As the Royal couple stepped off the plane, they were met by a round of applause.

After inspecting the guard of Wrens from *Cornwallis*, the Duchess and Princess Alexandra then entered a bright canary yellow convertible and drove the length of the field through files of Wrens and officers, smiling as they passed by. During their two-day stay in the Nova Scotia capital, the Duchess and her daughter, Princess Alexandra were met with warm enthusiasm and proved to be popular guests.

Officers of the *Granby* received a wet but peculiarly warm welcome when they called at Portland, Maine, during a 11-day August training cruise.

Commander W. Graham Allen, commanding officer of *Scotian*, and Lt.-Cdr. Daniel P. Brownlow, captain of the *Granby*, splashed in the rain to Portland's city hall to visit City Manager Julian H. Orr, and found a brand new coffee pot ready for christening.

When officers of the Royal Navy cruiser HMS *Sheffield* visited Portland in July, City Manager Orr decided that a cup of coffee would add a sociable touch to official naval visits. So he ordered an eight-cup percolator. The Canadians were the first to use it.

During the *Granby's* visit to Portland, Commander Allen and Lt.-Cdr. Brownlow and other officers also viewed change of command and regular drill ceremonies of United States naval reservists at the South Portland Naval Reserve Training Centre.

Earlier in her cruise, the *Granby* sailed through the Cape Cod Canal to Woods Hole, Mass., where officers and men visited the U.S. Marine Biological and Oceanographic Institutes, and also called at Boston and Liverpool, N.S.

# Five Busy Days in Tokyo

## Maple Tree Planted as Lasting Souvenir of Visit

**F**IVE DAYS alongside were just about the busiest spent by HMCS *Haida* since her arrival in the Far East.

The occasion was the *Haida's* goodwill visit to Tokyo, highlighted by her participation in Dominion Day observations on July 1.

The warship, commanded by Captain J. A. Charles, Commander Canadian Destroyers Far East, berthed at Tokyo's Shibaura Dock at 0900 on June 27, and when she sailed five and a half days later, there was no doubt in anyone's mind, whether Japanese or Canadian, that the goodwill visit had been a resounding success. The tired Canadian sailors sailed from Tokyo with many happy memories and a deep appreciation of the warm-hearted hospitality they had received in the huge metropolis.

Minutes after the *Haida* berthed, Mr. Kinichi Takenaka, of the Tokyo Metropolitan Government, handed Captain Charles an ample supply of free tram-car and bus passes for the ship's company, as well as two bundles of brochures describing Tokyo's many attractions. An hour later, 30 *Haidas* were off on a five-hour tour of the city, under the guidance of Miss Kathryn Skinner, of the Canadian Red Cross. That evening, the captain and ward-room officers were hosts to nearly 20 employees of the Canadian Embassy and Canadian Red Cross at a buffet supper on board.

The buffet was the first of a round of social functions that continued daily during the ship's visit. The following evening the *Haida* was host at an official reception to about 90 guests, including Canadian, Japanese, United States and British dignitaries of the diplomatic corps, government and military commands. The captain was host at luncheon on the following day and at dinner on the eve of July 1. The *Haida's* cooks and stewards worked hard to turn out a first-class job on each occasion—which earned them a well-deserved commendation from the captain and all concerned.

The commanding officer and officers were guests of Brigadier R. E. A. Morton, Commander Canadian Military Mission, Far East, at a reception at his home, and also attended the July 1 garden party at the Canadian Embassy.

The Maple Leaf Club was the centre of attraction for the men on July 1 and there they joined members of the Canadian Army and others of the Canadian community in Tokyo at a buffet luncheon sponsored jointly by the Canadian Red Cross and Canadian Army. A personal gift of refreshments to the men of *Haida* from the Canadian Ambassador to Japan, Hon. R. W. Mayhew, added to the festive occasion. Captain Charles, on behalf of *Haida's* ship's company, presented a crest of the ship to Miss Skinner and Capt. John Roy, of the Maple Leaf Club, in appreciation of the hospitality that the men had enjoyed there.

The morning after the *Haida's* arrival, Captain Charles, accompanied by Brigadier Morton, made his official calls, sped on his way by a motorcycle escort provided by the Tokyo Metropolitan Police. Captain Charles was received by the Canadian Ambassador, the British Chargé d'Affaires, H. N. Brain; Mr. Seiichiro Yasui, Governor of Tokyo; Mr. Iemasa Tokugawa, president of the Japan-Canada Society; Mr. E. Tanaka, superintendent of police, and Col. K. T. Brunsvold, commanding officer of the Tokyo Quartermaster Depot.

That afternoon the *Haida's* ball team played a game of Japanese softball against a team from St. Paul's University, and although they lost the ab-

breviated match, 4-0, many friendships were made. The first ball was pitched by Tokyo's deputy-governor, Mr. Hikosaburo Okayasu, prior to which the two teams exchanged presentations of a ship's crest and a pennant commemorating the event. After the game the teams mingled socially at a nearby reception room, and the following day the Canadians were hosts to the Japanese students on board.

On June 29, Captain Charles received return calls from the Canadian Ambassador, who, despite a recent illness, expressed a desire to meet and chat with crew members. He spent an hour with sailors from nearly every province. Other calls were made by Mr. Brain, Mr. Okayasu, on behalf of the Governor, and by Col. Harwood.

One of the highlights of the visit occurred on June 30, when Captain Charles planted a Canadian maple tree in Tokyo's Hibiya Park as a token of friendship between Japan and Canada. The ceremony was attended by the deputy-governor; Mr. J. C. Britton, commercial counsellor at the Canadian Embassy; Brigadier Morton and other Canadian and Japanese officials, as well as a detachment of officers and men from the *Haida*. Following the ceremony, Captain Charles and others of the official party were guests of the Tokyo government at a reception.

HMCS *Huron* moved astern into the stream to start her long journey to the Far East and her third tour of duty. She will relieve HMCS *Haida*.



The ship had numerous visitors throughout the visit, and at times the upper deck could be mistaken for New York's Grand Central Station. The day the *Haida* arrived, 50 Japanese Sea Scouts, complete with band, arrived on board for a look around. Subsequent visits were made by 60 members of the Japanese Coastal Safety Agency and Maritime Safety Board and by design engineers from Japanese shipyards. Hundreds of visitors took advantage of "open ship" on the afternoon of July 1, but the most popular guests were 40 youngsters from two Japanese orphanages, who were royally entertained to rides on the gun mounts and, best of all, to a party in the forward messdeck, where ice cream, chocolate milk and cake were the highlights on the bill of fare. Shortly after the orphans departed, about 175 children from a Tokyo primary school swarmed on board.

Rain forced cancellation of a ball game between *Haida's* team and one from the Japanese Coastal Safety Agency.

On the morning of July 1, Mr. Britton, on behalf of the Canadian Am-

bassador, visited the *Haida* and made rounds through the messdecks to chat with the men. On that day, the sun broke through heavy rain clouds for the first time since the ship's arrival, and the *Haida*, dressed overall, presented a smart appearance for the occasion.

The visit produced its lighter moments, though at the time they did not seem so humorous. Perhaps the most amusing event occurred during the captain's luncheon. Five guests had been invited—just enough to seat comfortably at the table in the Captain's cabin. Just before the guests were seated, however, a Japanese gentleman appeared on board for lunch, and was ushered to the Captain's cabin. The stranger was duly received, the seating arrangements were revised, and all sat down, elbow to elbow, to enjoy lunch.

Only later did the Captain learn that the stranger was actually a luncheon guest of one of his officers. While the newcomer was enjoying his repast in the Captain's cabin, his host was on the telephone trying to find out why he had not kept his luncheon date.

## The Little Grey Schoolhouse

**H**AVE YOU ever been to HMCS *Naden* and seen that drab old building on whose front hangs the magnificent sign "Educational Training School"? No doubt you have. But have you ever ventured inside its pearly portals and seen what a hive of activity it really is?

Here is where members of the famed Prep School, those unsung heroes of the battle for education, take on an eight-month endurance course. Regardless of how small and old this building may be, a remarkable amount of learning is attempted under its roof each year.

At present there are five instructor officers on the staff of the Preparatory School. Theirs is not an easy task, for sailors are not always perfect students.

In the Preparatory School there are men of nearly every rate and branch, gathered together in one big class. The present class is fortunate in having in its midst a Meteorological Observer who, on the strength of his previous training, is able to give a not-too-accurate weather forecast each day. Then, too, there are Gunnery Instructors, strangely quiet when so far from their beloved parade deck. All in all, the 28 members of the "Prep School '54" make up as representative a group of naval men as can be found anywhere.

In order to qualify for the Prep School a man must first be selected as a CW candidate. Then, if he has not already done so, he must obtain CIET standing in certain subjects required by his branch. This he must do in his own time, but once again he is able to turn to the "schoolie". Having obtained the necessary qualifications, the man appears before a Fleet Selection Board whose members determine which would be the most advantageous way to fit him for commissioned rank.

There are four main avenues of promotion open to men completing Prep School.

First there are the young executive aspirants who, on successful completion of their course, go on to attend one of the Canadian Services Colleges.

The next group include the university candidates most of whom will be "coloured stripers". They are other than executive candidates and so must obtain a university degree in their chosen branch before receiving a commission.

The third group constitutes the Upper Yardmen. On successful completion of Prep School the men of this group leave for England to undergo an intensive period of both scholastic and professional training, directed toward their chosen branch.



A civil servant with more than 30 years in the service of the RCN's supply branch at Naval Headquarters, Miss Katherine Bastedo was presented on her retirement recently with a certificate of meritorious service, signed by the Minister of National Defence. A. B. Coulter, of the Deputy Minister's office, made the presentation. Miss Bastedo was given a bouquet of roses and a gold wrist watch by her friends in the department. (O-6950)

Last, but by no means least, comes the largest group, the Branch Officers. Many of the men in this class are senior Chief Petty Officers who, on successful completion here, undergo a course in their own branch before receiving their commissions.

The number of subjects a man must take in Prep School varies according to the avenue of promotion. Seven are required of all Canadian Services College and university candidates. The subjects taken include English, French, mathematics (algebra, geometry and trigonometry), chemistry, and physics. He is also given a sound course in leadership, aimed at preparing him for his career as a future officer in the Navy.

The course as a whole is most difficult. The studying hours are long and the holidays few. The 1600 secure is forgotten and week-ends pass unnoticed. There is, however, a lighter side to the picture. There are three sports periods a week. The keen spirit shown by all during these welcome changes is evidence that they are very much alive and still able to pursue a somewhat normal way of life. Besides this, there have been several week-end get-togethers, and the usual "Just had an off day" golf stories.

Thus, with the brighter side of the picture in our minds, we press on, always remembering Longfellow's words: "The heights by great men, reached and kept, were not attained by sudden flight, but they, while their companions slept, were toiling upward in the night."  
—S.C.W.



## Medals From Two Queens

*Sailor Who Joined in '96  
Now Guides Lakefield  
Sea Cadets*

**T**WO QUEENS have recognized the merits of Warrant Officer George Moore Lee, DSM, RCSC, now in charge of the Sea Cadets Corps of the Lakefield Preparatory School, at Lakefield, Ont., near Peterborough.

The 73-year-old sailor today looks back on 58 years of naval service, including 28 years on board a long list of Royal Navy ships. Awarded the Queen Victoria Medal for South African Service in 1904, he this year received the Queen Elizabeth II Coronation Medal from Cdr. W. A. Childs, CD, Senior Liaison Officer, with Commanding Officer Naval Divisions, Hamilton.

With the Lakefield Corps for over 13 years, "The Chief" (a name that has clung despite the thin-stripe) paddles to work daily a mile from Lakefield, except when the river is frozen. Mr. Lee now has a row of seven decorations; his naval career spanned some of the most exciting postings in the Royal Navy.

As much as his medals and ribbons, the Chief values the parchment service certificate which has recorded his naval career from the day he joined at Portsmouth on August 31, 1896, just three weeks after his fifteenth birthday.

Warrant Officer George Moore Lee, DSM, RCSC, in charge of the Lakefield Preparatory School Sea Cadet Corps, last year received the Coronation Medal from Commander W. A. Childs, Senior Liaison Officer, on the staff of the Commanding Officer Naval Divisions, Hamilton, while Lt.-Cdr. Kenneth W. With, at that time Assistant Area Officer Sea Cadets, Eastern Area, looked on.

It records his growth from five feet, one and a half inches, to five feet, eight and a half and the change over the long period of his service of his hair from brown to grey. It shows a solid row of "VGs" in the conduct column and the growth of his ability from "VG" to "Superior" and "Excellent".

The upper right-hand corner of the yellowed document is, of course, still intact. The wording printed in a bordered triangle in that corner of the certificate was intended by the Royal Navy as an additional incentive to good behaviour. The foreboding text reads:

"The corner of this Certificate is to be cut off when the Seaman or Marine is discharged with a bad character, with disgrace, or with ignominy, and when specially directed by the Admiralty. All such cases to be specially reported."

The difficulty with which the holder of such a mutilated certificate would have in obtaining employment even remotely connected with the armed forces or seafaring can be readily appreciated. No such handicap was imposed on the owner of a certificate with character and ability ratings, such as those given to Mr. Lee, and, in fact, it was a document

which could be proudly presented to any prospective employer.

On being enrolled at Portsmouth as a Boy Seaman Second Class, he was immediately drafted to HMS *Impregnable*, one of the original, square-rigger training ships.

"There," he now recalls, "I learned to tie everything from a reef to a double carrick-bend."

He attended the Diamond Jubilee of Queen Victoria in the training brig *Pilot* and later acted as messenger in HMS *Majestic*, flag ship of the Channel Fleet, to Captain Prince Louis of Battenburg, father of Lord Mountbatten. He was then drafted to HMS *Alexandra*, which carried the gold to pay for the Suez Canal. During the Boer War in South Africa, he served in the cruisers *Forte* and *Philomet*, which played an important part in stopping the slave trade off the African East Coast.

Made a Petty Officer in 1904, his First World War service was highlighted by his volunteering for command of HM Smack *Pet*, an experimental boat, with a complement of four ratings and four fishermen and a three-pounder, camouflaged to look like part of the deck housing. A lance-bomb—an explosive charge on the end of a long pole—was carried in lieu of depth charges, which were just being invented.

The disguised fishing smacks were tiny, 90-ton versions of the later-to-become-famous "Q ships", and were utilized on the North Sea fishing banks because the presence of a large ship would immediately arouse suspicion.

By the time (then) Petty Officer Lee reached his area of operations off Suffolk in August 1915, unsuccessful attacks had warned the U-boat commanders of the presence of the armed smacks. The UB class submarines had been armed with quick-firing guns and opened their attacks at long range.

Thus, when a UB boat came on a fishing smack on the morning of August 24, it opened fire at 1,000 yards with a dozen rounds, according to the Admiralty report. The ship, says the report, "proved to be the armed decoy *Smack Pet*, commanded by Petty Officer George Moore Lee, the first petty officer to command a man-of-war in action for many years.



"Petty Officer Lee seems to have made no attempt to lure the enemy by a feigned surrender. He replied with nine rounds, registering as he thought three hits on the conning tower. The submarine dived: but reappeared 40 minutes later with a pole up as if to send a wireless message. Again the *Pet* fired, the range being 1,100 yards, and one more hit was claimed by the gun's crew. Once more the enemy reappeared, this time at 100 yards range, evidently to fire a torpedo. It missed by about 12 feet.

"The submarine's momentary appearance enabled four more hits to be put into her; she heeled over at an angle of 45 degrees and sank nose down, her planes being visible as her stern disappeared."

For this action, regarded by Captain Alfred A. Ellison, captain-in-charge, Lowestoft, as "undoubtedly successful", the Chief was awarded the Distinguished Service Medal and £1,000 was divided among the crew. In the chapel at the Grove School hangs a White En-

sign, which was flown by the *Pet* and which was presented to Petty Officer Lee as a memento of the 90-minute battle.

He was promoted to Chief Petty Officer on April 1, 1919. His last berth afloat, before being posted as Chief Seamanship Instructor to the training establishment, HMS *Ganges*, was on board the *Kinsha*, a paddle-wheel gunboat, on patrol in the Yangtse River.

Discharged ashore in 1922, he stayed with the RN reserves for two years, then permanently crossed the Atlantic to make his home in Canada. He volunteered for the RCN at the outbreak of the Second World War and, although 58 at the time, passed his medical, but it was felt that he could best be of service as an instructor at the Lakefield School.

As well as the medals from the two Queens and the DSM, Mr. Lee's decorations include the Somali Medal, the RN Good Conduct and Long Service Medal, and two First World War campaign ribbons.

## Quebec Proud Escort for a Regal Lady

AS DAWN brightened over the dark placid waters of Goose Bay, she appeared, pointing her proud, eager bowsprit to the sea. There was no possibility of mistake: in every line, in every inch of her, majesty was implicit and manifest. Combining a sailing ship's beauty of line with a warship's assured air of more-than-adequate power, HMY *Britannia* was the cynosure of many sleepy eyes as she combed her three slender masts along the sky and headed with her royal passenger for home.

The Royal Yacht left harbour preceded by HMC Ships *Micmac* and *Quebec* and took station astern as they passed. The sheltering shores slid astern. There was perceptible at once an increasing swell which set the ships in spirited motion but did not greatly impede the transfer of an appendicitis victim from the *Quebec* to the *Micmac*. The *Britannia* rode it, as it worsened, with an easy grace not unmixed with a suggestion of youthful enjoyment.

During the afternoon of August 18 the *Micmac* cheered the *Britannia* and detached to return to Halifax. The *Quebec* took station to starboard, and the two ships began the long haul, during which the *Britannia* became a familiar object on the *Quebec*'s horizon and gave rise to constant speculation.

The *Britannia*, designed for wartime conversion to a hospital ship with an absolute minimum of work and delay, left the Clydebank slips of John Brown Ltd. in April 1953. She displaces a deceptive 4,000 tons for her overall length of 413 feet and her 55-foot beam, while her 16-foot draught belies the illusion

that she is skimming the waves with a minimum of effort and contact. She has twin screws, powered by steam turbines through single reduction gears, and two boilers. These give her a continuous cruising speed of 21 knots for prolonged periods, making her capable of meeting all demands that may be made upon her in both peace and war.

The *Quebec*, accustomed for many months to steam independently, knuckled down to station keeping and the discipline of steaming in company until at noon on the 20th came the time for farewells. The *Quebec* signalled to HRH the Duke of Edinburgh her ship's company's acknowledgement of the honour of having acted as his escort, sent loyal greetings to the Queen and the Royal Family, and apologized for the local weather, with the consoling comment "but at least it blew us in the right direction".

His Royal Highness thanked the *Quebec* for her message. "I much appreciate having *Quebec* as my escort," he continued. "Since you have come so far, your ship is looking very well. I am sorry I did not have a chance to visit her. Many thanks and good luck to you all."

When the time for parting arrived, the *Quebec* drew close alongside the *Britannia*, fired a Royal Salute of 21 guns and sent up three cheers from her ship's company lining the guardrails. As, beneath an overcast sky, the two ships drew apart, each towards its respective home. His Royal Highness could be seen on the wing of the bridge, waving a final farewell.—H.R.P.

From the deck of HMCS *Quebec*, the Royal Yacht HMY *Britannia*, is pictured steaming for home, wearing the flag of His Royal Highness the Duke of Edinburgh. The picture was taken just after the *Quebec* had cheered ship and was turning back to Halifax. (QB-1527)





# The Navy Plays



## Navy Captures Mainguy Trophy

A 12-man team from the Royal Canadian Navy Sailing Association defeated a similar team representing the Royal Canadian Yacht Club, Toronto, for the newly-donated Mainguy Trophy.

Sailing Dragon class sloops of the RCYC, six boats per side, the RCNSA compiled 153½ points to the Yacht Club's 147½ for the two-race series, held late in August in Toronto.

The new trophy, donated by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, will be competed for annually by the RCN Sailing Association and the Royal Canadian Yacht Club.

Members of the Navy team were Capt. A. B. Fraser-Harris, Cdr. (E) Frank Harley, Lieut.-Cdr. B. C. Hamilton and Lieut.-Cdr. A. A. Turner, of the Ottawa Squadron; Cdr. F. W. H. Bradley, Lieut.-Cdr. (E) G. H. F. Poole-Warren, CPO Charles F. Church and CPO Henry J. Lawrence, Halifax Squad-

ron, and Lieut. W. A. Reeve, Lieut. R. G. Wilson, Cd. Officer (SB) George Dixon-Lennett and AB Jack L. Emsley, Hamilton Squadron.

## Shearwater Busy In Summer Sports

The Nova Scotia and Maritime softball play-downs saw *Shearwater* down its first opponent, Hubbards, in two straight games, and lose its first game with the next opponents, the Lunenburg team.

In baseball, the *Shearwater* team reached the finals, only to be defeated by the Halifax Crescents in the best 3 out of 5 series.

With the season for Canadian football approaching, the *Shearwater* squad had started training. The average turn-out of 68 men promised to give coach Lieut. J. P. Dean plenty of material to work with.

On August 13 the *Shearwater* rowing team took part in its first competitive

meet in Bridgewater, N.S. The rowers made a good showing, although they bowed to the longer training and experience of the Miemac AAC team, from Dartmouth.

Members of the Navy team were AB George Degabro, Sault Ste. Marie; AB William Kowalski, Toronto; Ord. Sea. James McFarlane, Vancouver; Ord. Sea. Cecil Scouse, Saint John, N.B. and AB Robert Matchett, Brantford, Ont. (substitute).

## Golf Results Announced

Lieut.-Cdr. (E) R. J. Hawkesworth won the 1954 Class "A" handicap golf tournament of the Naval Headquarters Sports Association. Commodore H. N. Lay was runner-up.

In Class "B", Lieut.-Cdr. D. D. Lee was the winner with G. Dakin, of the Directorate of Matériel Identification and Cataloguing, runner-up.

Commander (L) G. H. Dawson is the association's golf convener.

In the inter-departmental competition, held September 2, the Executive Branch took top honours. Runner-up was the Technical Branch team.

## Gunnery School Wins Rifle Event

The Gunnery School "A" Team of *Stadacona* won the rapid-fire division of the Inter-Service Rifle Meet at Bedford in September.

Members of the team were CPOs Douglas Clarke, who also won individual honours, Archie Moore, Howard Oliver and George Lauder. Following the meet the team was presented with the Stairs-Borden trophy.

## Two "L" School Teams in Money

In the annual track and field championships held on the *Stadacona* recreational field in August, Electrical School walked away with the meet, taking first and third with A and B teams respectively. Supply School came second, with Ldg. Sea. N. S. Taylor of Supply turning in the outstanding performance of the day, winning the 220-yard dash and the pole vault.

In softball, the *Stadacona* team is in the semi-finals of the Halifax Inter-

The outstanding sports event of the summer at Naval Headquarters was undoubtedly the cricket match between headquarters cricketers and a strong team from HMS Sheffield, during the cruiser's visit to Montreal. The game was notable for the fact that the Ottawa players won and that two distinguished spectators toward the end of the match were His Royal Highness the Duke of Edinburgh and His Excellency the Governor-General, the Hon. Vincent Massey. Shown here are the team members. Presented to the Duke of Edinburgh were the three officers in the centre of the second row: Constructor Commodore Rowland Baker, president of the Ottawa Valley Cricket Council; Lieut.-Cdr. P. D. Gilmour, captain of the Sheffield team, and Captain D. G. King, captain of the Naval Headquarters team. (Photo by Newton Associates, Ottawa)



mediate Softball League, playing off against the RCAF. CPO Reg. Skinner is the leading pitcher, and PO John Strachan and CPO Frank "Darky" Lowe the leading hitters.

Stad's Intermediate baseball team was eliminated in the semi-finals of its league by the Halifax Crescents, two games to none. Much of the credit for the *Stadacona* showing during the season goes to AB Joe Perron, whose hitting and pitching were big factors in the games.

In the Senior Provincial Swimming Meet at the Waegwoltic Club, the *Stadacona* team won the high aggregate with 72 points.

### Hunter Tops Regatta Events

Personnel from HMCS *Hunter*, the naval division at Windsor, placed first in seven out of ten events in a regatta held in September with HMCS *Prevost*, London, at Port Stanley, Ontario.

The *Hunter* contingent won the men's whaler pulling contest, the war canoe race, men's whaler sailing and officers' and men's dinghy sailing events and rifle and revolver shoots.

### Navy Big Winner In Highland Games

A picked team of 11 men from *Stadacona*, *Cornwallis* and *Shearwater* attended the Track and Field Sports at the Highland Games in Antigonish, N.S.,

The winner of the 440 and 220 events in the Nova Scotia British Empire Games trials, was Ldg. Sea. John Carruthers, Verdun, P.Q. Although he won the 440 with a time of 53.1, he was three seconds slow for qualifying time. (HS-31472)



These sharp-shooting members of the RCN Atlantic Command Rifle Club chalked up an enviable record in the annual week-long shoot of the Dominion of Canada Rifle Association, which ended August 14 at the Connaught Rifle Range, near Ottawa. The navy marksmen captured the Borden, Sherwood and MacDonald trophies. Approximately 700 competitors took part in the annual rifle shooting event. The RCN participants were; front row, left to right: CPO E. A. (Archie) Moore, CPO Douglas R. Clarke, CPO Howard Oliver, all of Shannon Park; and Lieut. John Abraham, Halifax. Back row: Lieut. T. F. Baines, Toronto; UNTD Cadet William Waring, Saint John, N.B.; Ldg. Sea. Ronald Narris, Brantford and Ottawa; and Wren Dorothy Turner, of Regina. All are attached to HMCS *Stadacona*, with the exception of Wren Turner, who serves in HMCS *Shearwater*, the Naval Air Station near Dartmouth, N.S. (O-7199)

In a hectic "do or die" effort at Brantwood Park August 19, the Naval Headquarters team of HMCS Bytown defeated HMCS Gloucester (Naval Radio Station) 14-9 to capture the Ottawa Naval Area Softball championship in a best-of-five series. Bytown's victory was due, in no small measure, to the coaching of PO Bruce Russell and fine pitching by PO Charles Laird. Captain of the winning team was Ldg. Sea. Ken Brown. Pictured here, and wearing a collective smile of victory, is the victorious Bytown team. Front row, left to right: PO Bruce Russell (coach), AB Ronald Vallillee, CPO Percy Banning, Ldg. Sea. Joe O'Reilly, Gerry Bertrand (bat boy), Ldg. Sea. Bernard Perrier, PO John Marsch, Ldg. Sea. Kenneth Brown (captain). Back row: Lt.-Cdr. A. A. Turner, commanding officer of Bytown, Lt.-Cdr. R. M. Green, Ldg. Sea. John Campbell, Lt.-Cdr. Alfred Taylor, AB Roy Martinell, PO Charles Laird, AB Ronald Alexander, and Capt. J. P. Dewis, who officiated at the trophy presentation ceremony. Missing when the photograph was taken was team member PO Marcel Arbique. (O-7214)



July 14. The individual trophy for the high aggregate was won by Ldg. Sea. John Carruthers of Verdun, Que., who won the 100 and 440-yard dashes and placed second in the 220.

Ldg. Sea. John Moore, of Leamington, Ont., won the hop, step and jump event and placed second in the running broad jump. AB Hugh Cutler, of Dartmouth, N.S., placed first in the discus throw, second in the shot-put and third in tossing the caber. Cadet Edward Morgan of Bridgewater, N.S., won the javelin throw.

Second places went to Ord. Sea. Raymond Lawrence of Fredericton, N.B., in the 100-yard dash, Ord. Sea. Alfred LeDrew of Brantford, Ont., in the mile and Cadet Lancelot Bailey in the six-mile race.

### **NRE Defeats**

#### **Submariners**

The Naval Research Establishment, Dartmouth, defeated a team from the British submarine *Alcide* in a cricket match on the St. Mary's University ground recently.

The submariners batted first and scored 30 runs. NRE then scored 82. Time allowed a second inning by *Alcide* who totalled 42 runs.

The research establishment made plans for further games against *Shearwater* and *HMS Sheffield*.

### **Civilians Take**

#### **Yachting Honours**

Members of the Royal Victoria Yacht Club took home most of the silverware following the fifth annual regatta sponsored at Esquimalt by the Royal Canadian Navy Sailing Association, Esquimalt Squadron.

Almost 60 boats were entered in the two-day event, making it one of the largest seen in the Victoria-Esquimalt area in many years. During the regatta the recently-completed clubhouse and mooring facilities of the RCNSA at Munroe Head were used for the first time.

Following the regatta, Commodore K. L. Dyer, then Commodore RCN Barracks, Esquimalt, presented prizes.

### **Quebec Stages**

#### **Pulling Regatta**

While lying-to off Dalhousie, N.B., the officers and men of the *Quebec* staged an impromptu pulling regatta which was fully enjoyed by the 24 crews taking part and the remainder of the ship's company watching and officiating.

The main races were the whaler races with the Wardroom and the Topmen coming through in a dead heat after many gruelling preliminaries.



The coxswain always loses a whaler race. Cd. Gunner Fred A. Jones is hauled from the Yellow Sea after suffering the traditional dunking for spurring fellow officers from the *Crusader* to victory over the *Haida* and *Cayuga* entries in a regatta off the west coast of Korea. From fore to aft in the whaler are Lieut. (S) Vincent Henry, Surgeon Lieut. George B. Page, Lt.-Cdr. Norman C. Eversfield and Lt.-Cdr. Herbert H. Smith. (O-6856)

Most of the men in this picture weren't even born when the so-called "Lost Generation" introduced the simple (no fooling) game of "Beaver" back in the '20s. All one had to do to win was shout "Beaver!" on first sighting a full beard. Few specimens of those days could match the luxuriant growths sprouted by these members of the ship's company of the *Cayuga*. Captain John A. Charles, of the *Haida*, Commander Canadian Destroyers Far East, calipers in hand, picked the winners (left to right in the front row: PO Germain Bouchard, second; AB Kenneth L. Lloyd, third, and PO Douglas L. Campbell, the champ. (O-6855)



# 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 rank, branch and trade group shown opposite to his name.

ALBERT, James R. .... LSEM1  
 AL-MOLKY, Abraham N. .... P1EM2(NQ)  
 ANDREWS, George W. .... P2RP2  
 ARBOUR, Guy J. .... LSEM1  
 ARMSTRONG, Mervin H. .... LSEM1  
 ARTHURS, Walter W. .... C2ER4  
 ATTWELL, Jason W. .... LSNS1

BACKES, Conrad J. .... LSCK1  
 BAKER, Donald F. .... LSVS1  
 BALDWIN, Conrad W. .... LSAO1  
 BATH, Donald M. .... P1ER4  
 BECK, George A. .... LSCK1  
 BELL, James W. .... C1MR4  
 BERMAN, Sam. .... P2AF2  
 BERNIER, Yvan J. .... P2NS2  
 BIRD, Roy. .... P1ER4  
 BLACKHALL, Gordon L. .... LSCR1  
 BLACKMAN, Richard. .... LSEM1  
 BOUDREAU, William A. .... LSEM1  
 BOUFFARD, Claude J. .... LSEM1  
 BOUTHOT, Georges H. .... LSAA1  
 BOWMAN, Norman E. .... P1EM2(NQ)  
 BREEN, Reynold J. .... LSEM1  
 BRIDGEN, Robert F. .... P2CK2  
 BROWN, William C. .... LSEM1  
 BUCKLAND, John R. .... C2TA4  
 BUDGELL, Halden E. .... LSCR1

CAPERN, George G. .... LSAF1  
 CHALMERS, James H. .... LSEM1  
 CHAMBERS, Ronald J. .... P1SH4  
 CHOLOYLO, William. .... LSCR1  
 COLCLOUGH, Frederick J. .... P1SH4  
 CONRAD, William A. .... LSNS1  
 CORRIGAN, John P. .... LSEM1  
 COULTER, Donald S. .... LSEM1  
 COULTER, Donald W. .... P1EM2(NQ)  
 CROOKS, Ellis T. .... LSEM1

DALGLEISH, Edward T. .... P2RP2  
 DANDENO, David R. .... LSVS1  
 DAVIDS, Philip H. .... P1EA4  
 DAVIES, Charles J. .... LSEM1  
 DELAHUNT, William. .... C2SH4  
 DESJARDINS, Romeo. .... P1EM2(NQ)  
 DEWAR, Colin C. .... LSEM1  
 DICKEY, James A. .... LSEM1  
 DIX, Norval H. .... LSCK1  
 DOBSON, Carmon L. .... LSEM1  
 DONALD, Jack H. .... LSEM1  
 DONOVAN, James H. .... LSLM2  
 DOYLE, Jeremiah M. .... P1ER4  
 DROESKE, Milton H. .... P2AF2  
 DUBOURDIEU, Cyril. .... LSEM1  
 DUDMORE, George E. .... LSCK1  
 DUECK, Clarence H. .... P2RP2  
 DUFFENAIS, John D. .... LSQR1  
 DUNBAR, William E. .... P1EM2(NQ)  
 DUNCANSON, Frank T. .... P1EM2(NQ)

EMERSON, Lylestone. .... LSSW1

FAUST, Franklin G. .... P2VS2  
 FRIIS, John A. .... P1EM2(NQ)

GALLANT, Reginald L. .... LSSW1  
 GEHAN, Donald J. .... P2VS2  
 GILBERT, Henry H. .... LSEM1  
 GOLDSTRAND, Douglas M. .... LSEM1  
 GOUBAULT, Joseph H. .... LSEM1  
 GOUCHIE, Kenneth J. .... LSCS2  
 GOUDON, Gregory. .... LSCK1

GRAHAM, Carl E. .... C2ER4  
 GRANT, John. .... LSEM1  
 GRANT, Leith J. .... LSLM2  
 GRAYER, Mervyn V. .... LSNS1  
 GREELEY, Malcolm S. .... P1EM2(NQ)  
 GREEN, Wayne E. .... LSEM1  
 GRUBLAK, John. .... P1EM2(NQ)

HARDING, Rhea C. .... LSEM1  
 HART, Frederick G. .... LSAR1  
 HARTWIG, Walter E. .... LSEM1  
 HATTEN, Gordon D. .... P1EM2(NQ)  
 HAWKINS, Clifford R. .... LSEM1  
 HENDERSON, William J. .... LSED3  
 HEWITT, Frederick F. .... LSEM1  
 HILLIS, Thomas S. .... LSCS1  
 HODGESON, Garth C. .... P1AR2(NQ)  
 HOLDEN, Roy S. .... LSNS1  
 HOOD, Donald F. .... P2EM2(NQ)  
 HOOK, David J. .... LSCR1  
 HOOVER, David E. .... P2EM2(NQ)  
 HORNUNG, Wilfred J. .... LSLM2

JONES, Harry E. .... C2ER4  
 JONES, Leo J. .... P2CK2

KANIS, Peter. .... P1EM2(NQ)  
 KEOUGHAN, Edward D. .... LSEM1  
 KING, John L. .... P1EM2(NQ)  
 KING, Robert A. .... LSEM1  
 KIRBY, Walter A. .... P2EM2(NQ)  
 KIRK, William A. .... LSEM1  
 KLASSEN, David G. .... P1ER4  
 KNOTT, Gerald. .... LSAR1  
 KOCH, William M. .... LSNS1  
 KOSAKOWSKY, Louis L. .... LSEM1  
 KRAUL, Keith G. .... LSEM1

LABRIE, Gervais J. .... LSAC1  
 LAJOIE, Andre J. .... P2SW2  
 LAMING, Carl D. .... LSOM2  
 LAMORIE, Norris R. .... P2CS3  
 LANDGRAFF, Albert. .... LSEM1  
 LANDRY, Harry P. .... LSEM1  
 LANE, Jerold E. .... LSAC1  
 LAPOINTE, Paul A. .... LSEM1  
 LAY, Joseph H. .... P1ER4  
 LeBLANC, Donald A. .... LSNS1  
 LESLIE, Clayton A. .... LSEM1  
 LESPERANCE, Robert M. .... LSCK1  
 LEWIS, Norman K. .... P2RP2  
 LOVERIDGE, Allan T. .... P1EM2(NQ)

MADDEN, George L. .... LSVS1  
 MARSH, Albert H. .... LSEM1  
 MARSH, Howard J. .... LSEM1  
 MARTIN, Stanley M. .... LSEM1  
 MEIKLE, Murray A. .... C2GA4  
 MELOCHE, Edwin J. .... LSCK1  
 MENDUK, William. .... LSCS2  
 MERCER, Curtis E. .... LSLM1  
 MILLER, Cyril J. .... LSEM1  
 MILLIN, Allan F. .... LSEM1  
 MORASII, William A. .... LSEM1  
 MORRISON, Roy A. .... LSEM1  
 MAULE, John M. .... LSEM1  
 MacDONALD, Joseph D. .... LSEM1  
 MacDONALD, Kenneth G. .... P2CS3  
 MacLEAN, Kenneth O. .... LSOM2  
 MacPHERSON, Donald N. .... LSEM1  
 MacWILLIAMS, Dugald S. .... LSEM1  
 McALLISTER, Morley P. .... P2CS3  
 McCAUL, Thomas P. .... P2EM2  
 McEACHERN, Francis W. .... LSEM1  
 McGEE, William J. .... LSCS2  
 McIVOR, William T. .... P2PT2  
 McKENZIE, Donald W. .... LSEM1  
 McKONE, Bruce A. .... LSEM1  
 McMULLIN, Wendell F. .... LSLM1  
 McNALLIE, Dutton H. .... LSEM1

NORMAN, Raymond A. .... P2EM2  
 NORTON, William G. .... LSEM1

PADDON, Bernard N. .... P1SW2(NQ)  
 PAGE, John W. .... C2CA4  
 PARENTEAU, Paul J. .... P2SW2  
 PATTERSON, William R. .... P1SH4  
 PAYNTER, Wendell. .... LSEM1  
 PELLETIER, Pierre J. .... P1SH4  
 PERRY, Ashley B. .... LSCK1  
 PETERS, Joseph H. .... P2QM2  
 PETERSON, Robert A. .... LSEM1  
 PFISTER, Robert L. .... LSEM1  
 PICO, Lyle. .... P1QM2  
 POLLARD, William H. .... C2SH4  
 PRENTICE, William H. .... C2ER4

RAIT, Thomas. .... LSCS2  
 REED, Harold E. .... LSEM1  
 REID, Carman J. .... P1SH4  
 REVEGE, Harry J. .... P2EM2  
 RIDEOUT, Ernest A. .... LSCR1  
 ROBERGE, Pierre J. .... LSNS1  
 RODWELL, Colin W. .... LSLM1  
 ROSS, Neville A. .... LSCR1  
 ROWE, Donald G. .... LSEM1  
 RUSSELL, Patrick C. .... LSNS1

SANDERS, Robert E. .... LSTI2  
 SANDYS, William E. .... LSVS1  
 SCHLATMAN, Orval J. .... LSEM1  
 SCOLLIE, Douglas E. .... LSCK1  
 SELLARS, William H. .... LSEM1  
 SELLICK, Robert A. .... LSEM1  
 SENECAI, Armand J. .... LSEM1  
 SHEA, John W. .... LSVS1  
 SHEA, Robert F. .... LSCK1  
 SIMPSON, James R. .... LSEM1  
 SPOONER, Sydney B. .... LSEM1  
 STEEL, Andrew H. .... LSEM1  
 STEPHENSON, Francis J. .... P1EM2(NQ)  
 STOHL, Ormie W. .... LSEM1  
 STRUM, Gordon E. .... LSEM1  
 STUTTER, Clifford E. .... LSRW3

TARDIF, Rock. .... LSVS1  
 TAYLOR, Frederick J. .... LSCK1  
 TAYLOR, Garry S. .... LSEM1  
 TAYLOR, Robert W. .... LSCV1  
 THOMPSON, Francis J. .... LSEM1  
 THOMPSON, Lloyd J. .... P1ER4  
 TIBBETTS, William W. .... LSAC1  
 TIZZARD, Robert M. .... LSVS1  
 TWAITES, Joseph C. .... LSEM1

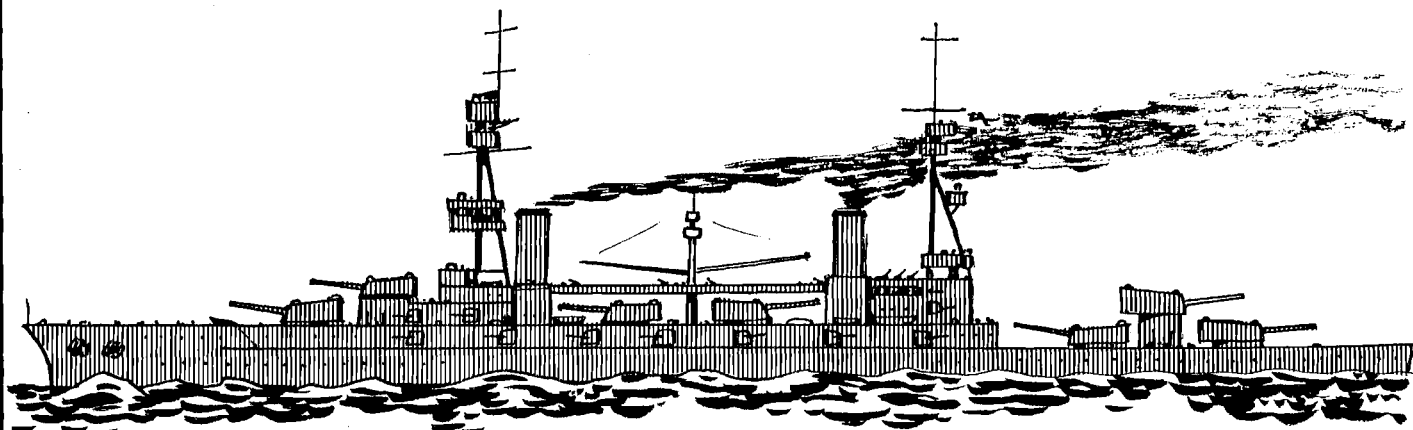
UNDERHILL, Allvin R. .... C1MR4  
 UPCOTT, Edward J. .... LSEM1

WADLOW, Arthur C. .... P1EM2(NQ)  
 WADSWORTH, Kenneth G. .... LSEM1  
 WAGNER, William J. .... LSPW1  
 WAKUNICK, Gerald. .... LSEM1  
 WATTS, Alan L. .... LSAC1  
 WENTZELL, Robert A. .... C2ER4  
 WEST, Norman L. .... P2MA2  
 WESTRON, Byrne W. .... P2CS3  
 WHITMORE, Victor B. .... P1ER4  
 WILCOX, Ronald A. .... LSLM2  
 WILLIAMS, Robert C. .... LSEM1  
 WILSON, William S. .... LSVS1  
 WINTER, David. .... LSNS1  
 WISTANLEY, John. .... P1EM2(NQ)  
 WOOD, John A. .... LSVS1  
 WOODWARD, Joseph W. .... LSCK1  
 WRIGLEY, Harold R. .... LSEM1  
 WRIGHT, Carroll F. .... P2CS3  
 WYMAN, Robert W. .... LSEM1

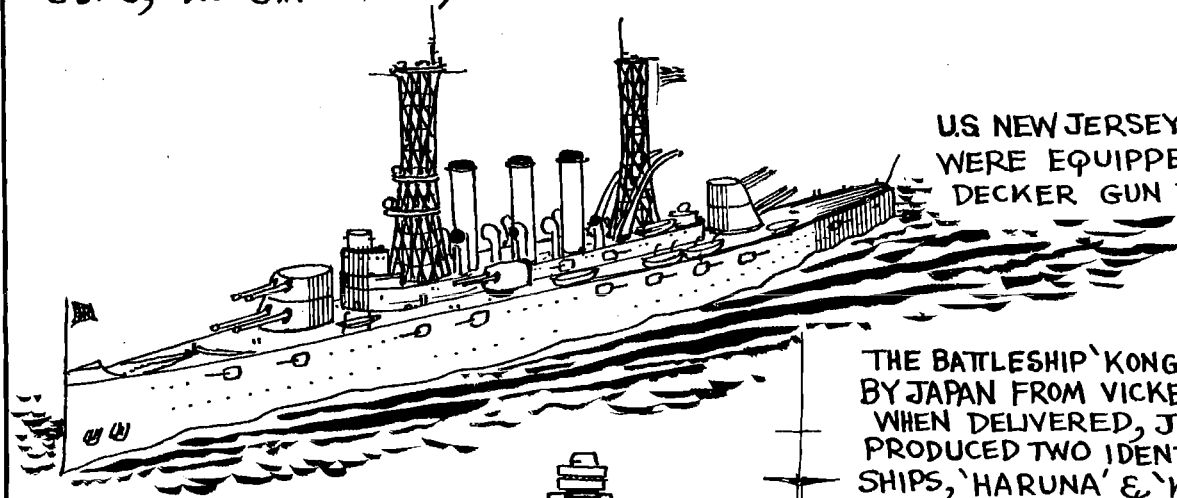
ZEHR, Ernest E. .... LSEM1

# NAVAL LORE CORNER

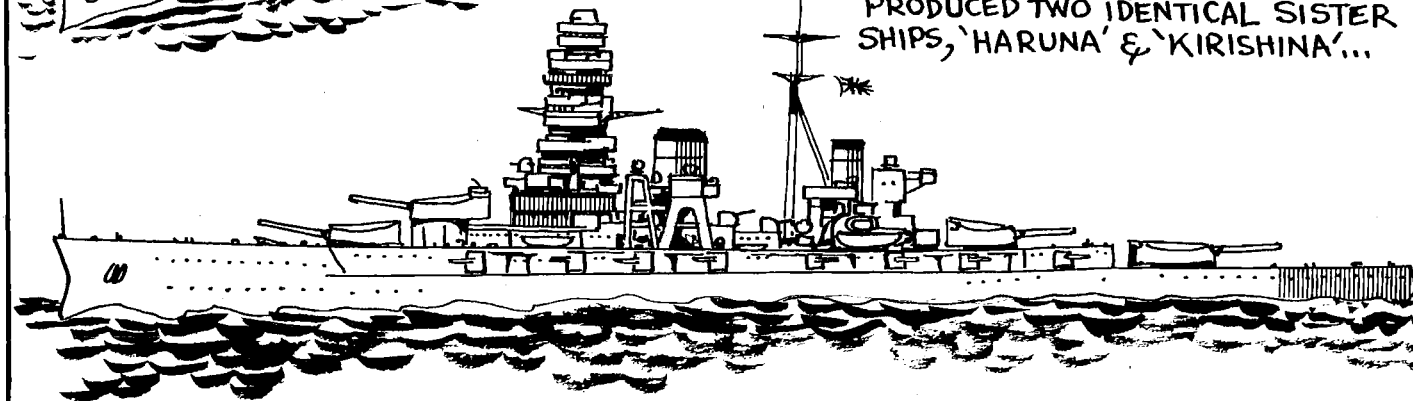
NO. 24  
BATTLESHIP ODDITIES



1913-HMS AGINCOURT (EX TURKISH 'SULTAN OZMANI', EX BRAZILIAN 'RIO DE JANEIRO'), ORDERED BY BRAZIL IN 1911 AS 32,000 TON BATTLESHIP, BUT PROVED TOO COSTLY, ... WAS PURCHASED BY THE SULTAN OF TURKEY WHO WANTED THE WORLD'S MOST POWERFUL BATTLESHIP, & HER DISPLACEMENT WAS REDUCED TO 27,500 TONS. BRITAIN APPROPRIATED HER WHEN WAR BROKE OUT, AND SHE SERVED IN THE GRAND FLEET. ARMAMENT: 14 12 INCH GUNS, 20 6 INCH GUNS, 3 SIDE LOADING SUBMERGED TORPEDO TUBES...



US NEW JERSEY CLASS (1904) WERE EQUIPPED WITH DOUBLE-DECKER GUN TURRETS...



THE BATTLESHIP 'KONGO' WAS ORDERED BY JAPAN FROM VICKERS IN ENGLAND. WHEN DELIVERED, JAPAN PRODUCED TWO IDENTICAL SISTER SHIPS, 'HARUNA' & 'KIRISHINA'...



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N.P. 575-1194

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EDMOND CLOUTIER  
Printer to the Queen's Most Excellent Majesty  
1954