

The CROWSNEST



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The Cover—Plotting the position of an “attacking warship” and the hunted “enemy submarine” is PO Robert Chalmers, one of the members of the Royal Canadian Navy’s mobile anti-submarine training unit that brings ASW training to naval divisions across Canada. (COND-4964)

LADY OF THE MONTH

When the *Ottawa*, *Assiniboine* and *Sioux* visited Quebec ports in June, high school students were heard to remark that, while the *Ottawa* and *Assiniboine*, two of Canada’s streamlined anti-submarine destroyer escorts, were fine-looking vessels, the *Sioux* looked “more like a warship”.

And she has a right to look like a warship. After her transfer to the RCN in March 1944 she fought off the coast of Norway and in the English Channel, engaging enemy units in these and many other theatres of operation. After the war she underwent extensive modernization and became the first Canadian warship to be fitted with bunks in place of hammocks.

Ten days after the Korean war broke out, the *Sioux* was on her way to the Far East and she served three tours of operation in the Korean conflict—one of the first RCN ships in Korean waters and the last to leave.

On the opposite page, the *Sioux* is pictured as she entered St. John’s, Newfoundland, last year. In the foreground is old Fort Amherst on Signal Hill. (NFD-4227)

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RCN NEWS REVIEW

Nearly five years and 200,000 miles after she commissioned as a modernized frigate, HMCS Lauzon began destoring in September in preparation for paying off on October 3 to a six-month refit at Pictou, N.S. This is a recent portrait. (DNS-18289)

Japanese Frigates Visit West Coast

An exchange of national and naval courtesies marked the beginning of a four-day visit to Canada's West Coast early in September by two frigates of Japan's Maritime Self-Defence Force.

The two ships were part of a Japanese training squadron which was in the eastern Pacific at the time. Detaching from the squadron to make the visit to Canada, September 4-8, were the *Harukaze* and the *Uranami*. Vice-Admiral Hidemi Yoshida, commander of the squadron, was embarked in the *Harukaze*.

Nine headquarters officials of the Japanese Self-Defence Agency were with the ships. Also embarked were 11 Japanese journalists, including two motion picture company cameramen and one television network representative.

The first two days of the visit were spent at Esquimalt, after which the frigates proceeded for a two-day visit to Vancouver.

On arrival, the Japanese ships fired a 21-gun national salute, which was returned by a Canadian battery. Next came a 15-gun naval salute to Vice-Admiral Yoshida which was returned from his flagship the *Harukaze*.

Following berthing of the ships at the Dockyard, Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, called

on Vice-Admiral Yoshida, who returned the call shortly after.

The following day, Vice-Admiral Yoshida made calls on the Lieutenant-Governor of B.C., the Premier of B.C. and the Mayor of Victoria.

During the Esquimalt visit there were receptions given by both the Royal Canadian Navy and the Japanese Maritime Self-Defence Force. There were also bus tours for the officers, cadets and men of the visiting ships.

Outremont Back From Arctic Trip

The frigate *Outremont* returned to Halifax September 4 to conclude a 28-day, 5,000-mile voyage to the eastern Canadian Arctic.

House Flag? Nope— Spouse Flag

When ships of the Third Canadian Escort Squadron had a forenoon dependents' cruise in Halifax harbour, August 28, the wives were intrigued by a four-breadth black on yellow flag flying from the top of the foremast of HMCS *Ottawa* (Cdr. W. H. Willson).

Their mystification was short-lived, however, for one sailor, with tongue in cheek, couldn't parry questions for long and allowed the flag was only worn when relatives, particularly wives, were embarked.

The flag? A black battle axe on a yellow background.

Commanding officer of the ship, Lt.-Cdr. M. O. Jones, said on arrival that the cruise "provided a great deal of useful information".

Surveys were made of a number of out-of-the-way places and hydrographic information compiled. The ship discovered, on August 21, an island two miles offshore in Ungava Bay and, five days later, three uncharted offshore islets en route to Cape Osborn in the Resolution region. Application is being made to have the first discovery named Outremont Island, after the ship, and the second, Kirby Islets, after Lt. R. H. Kirby, who first discovered them on a radar scope.

The major reason for the cruise was to permit Flying Officer W. S. McKegney, RCAF, of the Ground Observer Corps, Air Defence Command, St. Huber, Que., to make his annual visit to Ground Observer Posts scattered throughout north-eastern regions of Canada. A total of 24 stops were made to enable him to call on Eskimo, Indian and white observers in the Far North.

The frigate left Halifax on August 7, stayed over the next night at St. John's, Nfld., then proceeded slowly up the Newfoundland-Labrador coastline, making frequent stops to visit observer personnel and to expand navigational information on remote inlets and anchorages. After her call at St. John's, the *Outremont* was able to lie alongside a jetty overnight only once,

at Goose Bay, Labrador. The rest of the time she had to anchor.

Among souvenirs of the northern cruise brought back by the ship's company were soapstone carvings of Arctic animals which were traded from Eskimo visitors to the ship.

Spain Presents Quadra Portrait

A link with the early history and exploration of Canada's west coast was forged at a presentation ceremony in the House of Commons office of the Minister of National Defence on September 3.

His Excellency Juan de las Barceñas, Spanish ambassador to Canada, presented to Defence Minister George R. Pearkes, a portrait of Don Juan Francisco Bodega y Quadra who explored the coast of British Columbia and Alaska.

The portrait, which is a copy of a contemporary painting of Quadra, was presented by the Spanish ambassador on behalf of the Spanish Minister of Marine, Admiral Felipe de Abarzuza, as a gift from the Spanish Naval Museum to the wardroom of HMCS



A portrait of a famous Spanish explorer, Don Juan Francisco Bodega y Quadra, whose name is linked with the early history of Canada's west coast, has been presented to the Royal Canadian Navy by the Spanish Naval Museum. The portrait, a contemporary painting of Quadra, will be hung in the wardroom of HMCS Quadra at Comox. Defence Minister G. R. Pearkes is shown as he received the portrait, on September in the House of Commons from His Excellency Juan de las Barceñas, Spanish Ambassador to Canada, while Rear-Admiral E. P. Tisdall, Vice-Chief of the Naval Staff, looks on. (O-10748)

World's Largest Sub Launched

The U.S. Navy's mammoth, three-decked atomic submarine, *Triton*—a world-roving radar picket undersea craft—was launched August 19 at Groton, Conn.

The largest of 33 U.S. nuclear-powered submarines under construction or authorized for the USN, the 5,450-ton twin-reactor *Triton* is the most recent of five A-subs being fitted to join the *Nautilus*, *Seawolf* and *Skate* in the fleet. The others being readied for commissioning are the *Swordfish*, *Sargo*, *Skipjack* and *Seadragon*.

Almost double the tonnage of the *Nautilus* (2,980 tons), the 447-foot-long *Triton*, with a beam of 37 feet, also is the most expensive underwater vessel yet built, costing more than \$100 million.

The first submarine to have three decks, to accommodate a maze of advanced radar equipment, the new craft will roam the seas to monitor the skies for enemy planes and to serve as a Distant Early Warning Station to the fleet units.

Although the *Triton* is the biggest atomic submarine in the U.S. Navy's shipbuilding program, fleet ballistic subs of slightly less tonnage are already under construction to carry the 1,500-mile, solid-fueled Polaris missile.

Skippered by Capt. Edward L. Beach, the *Triton* will carry a crew of almost 150, the largest ever to man an underwater boat.

Several days earlier the 2,190-ton, *Skate*-class *Seadragon* slid down the ways at the Portsmouth, N.H., Naval Shipyard. She is slated for the fleet late in 1959.—AFPS.

Quadra, Sea Cadet training establishment at Comox, Vancouver Island.

A photograph of the presentation ceremony is being placed in the archives of the Spanish Naval Museum.

The modern Spanish gesture of friendship recalls another of earlier days between Quadra and the British explorer, Captain George Vancouver, who were appointed by their respective governments to negotiate the restoration of British ships and property at Nootka.

Despite their official differences, Vancouver and Quadra became warm friends. Quadra at one time expressed his regret that there was no memorial to their friendship and, as a result, Vancouver named a body of land the "Island of Quadra and Vancouver". Sadly for this mark of mutual respect, the island later became Vancouver's Island" with the loss of Spanish influence in the area after the Nootka Convention of 1795, and today is known simply as "Vancouver Island".

However, Quadra's name still lives on in B.C. in other memorials:

Quadra Island, the largest of the northern Valdes group, was so named by the Geographic Board of Canada in 1903.

Quadra Hill is a hill of 748 feet on Galiano Island.

Quadra Rocks, in the Houston Stewart Channel, Queen Charlotte Islands,

were named after the Canadian Government Ship *Quadra* (in turn named after Captain Quadra) which struck these then uncharted rocks in May 1892.

Quadra Street is one of the main thoroughfares in Victoria.

Training Squadron Replaces Cruiser

A cadet training squadron, composed of frigates, will be formed by the Royal Canadian Navy on the Pacific Coast this fall. The squadron's primary task will be to provide sea training for naval cadets from the Canadian Services Colleges, universities and HMCS *Venture*.

Acting Captain Harry A. Porter, has been appointed in command of the squadron. He holds the additional appointment of Commander Fourth Canadian Escort Squadron and will make his headquarters in HMCS *Stettler*.

The training squadron will replace, in function, the cruiser *Ontario*, which will be paid off for disposal on completion of her current training program this fall. However, while the *Ontario* has been restricted to a training role, the frigates will be capable of shifting immediately to operational duties, if required.

The frigates possess the further advantage of being more comparable in

size and equipment to the anti-submarine destroyer escorts which form the bulk of the fleet and in which the majority of the naval cadets will serve on receiving their commissions in the RCN.

RCN Divers Lauded For Work in North

A seven-man clearance diving team from the Royal Canadian Navy's Operational Diving Unit in Dartmouth, N.S., has been singled out for warm praise from a U.S. Navy admiral for a job "well done" in the eastern Arctic.

Rear-Admiral D. T. Eller, commander of the United States Navy's Task Force Six, who is supervising this year's ocean re-supply of DEW Line and other stations and bases in the eastern Arctic, and also Commander, Military Sea Transportation Service, Atlantic Area, was the officer who praised the Canadian frogmen's "courage, determination and outstanding initiative".

The Canadian team, all volunteers, is headed by Lt.-Cdr. Ross Dickinson. It left Halifax in May on board the USN ice-breaker *Edisto* to operate in northern Newfoundland, east Baffin and Labrador coastal areas.

Two members of the team, Petty Officers Patrick O'Neill and Brian Dillstone, previously worked in the Arctic while serving on board the Arctic patrol ship *Labrador*. Other members of the team are PO Keith Powers, Ldg. Sea. Leo Goneau, and Able Seamen Bruce Downie and Alex Blancher. The team will return to Halifax in November.

The divers select and blast out approaches to beaches on which supply vessels land their material. They also

Officer Cadets Lose Weight, Gain Height

Overweight?
Not tall enough?
If these are your problems, it seems that joining the Navy as an officer cadet will solve both problems.

At recent graduation ceremonies held for second-year cadets of HMCS *Venture*, the RCN's officer-training establishment at Esquimalt, B.C., it was noted that when the cadets joined *Venture* their average weight was 166 pounds. Their average height was five feet, ten inches.

Two years later—at graduation time—the average weight was down to 163 pounds, and the average height was five feet, ten and a half inches.

prepare tidal information of the areas concerned and are available during the landings on a "trouble shooting" basis.

The praise from Admiral Eller stemmed from the part played by the Canadian clearance divers in a second, successful attempt to re-supply a Ioran radio navigation station at Cape Christian, the northernmost of the East Baffin Island sites. Ice concentrations frustrated the previous day's attempt by a combined task group of U.S. Army, Navy, Coast Guard and RCN frogmen.

A shallow sandbar, big ice floes and "bergy bits" threatened to forestall landing operations a second time, but the Canadian sailors cleared the way by pushing and blasting ice from the obstructed approaches and beaches and carefully reporting each shift of the tidally influenced sandbar. During the two days of operations, the frogmen used more than 3,000 pounds of explosives.

In spite of the ever-present hazards and adverse operating conditions, there

were no personnel or equipment casualties.

Their efforts earned the heartfelt thanks of the 190 U.S. Coast Guard personnel who man the Ioran station.

RCN Shares in Paper Exercise

Halifax headquarters of the Canadian Atlantic Sub Area, was one of three subordinate NATO headquarters taking part in a September simulated exercise of naval control for shipping.

As in the past, merchant shipping experts from the naval retired list were called in to play an active part in the exercise which took place from September 8 to 12.

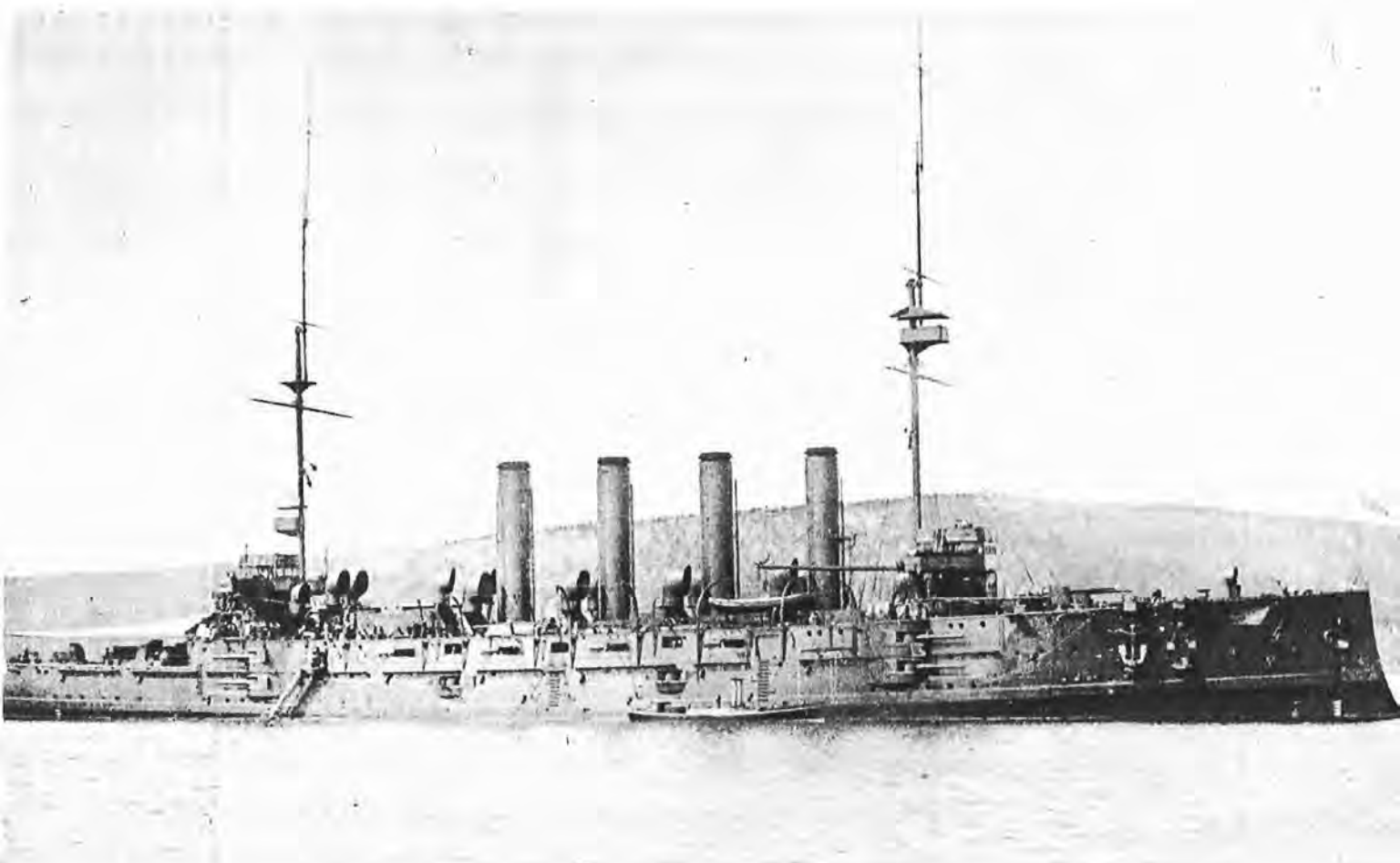
The simulated exercise, held in the Western Atlantic Area, had as its scheduling and conducting officer Admiral Jerauld Wright, USN, NATO's Supreme Allied Commander Atlantic, acting in his capacity of Commander-in-Chief Western Atlantic Area.

Called Trade Wind IV, this NATO command post exercise was designed to test control of Allied merchant shipping under simulated wartime conditions. The exercise provided training for military and civilian organizations in the problems of keeping the large volume of shipping moving and protected in the event of war.

The fourth in a series of "paper" exercises, Trade Wind IV was designed to promote the general readiness of and co-ordination between national shipping control organizations and NATO naval authorities of the United States, United Kingdom, the Netherlands and Canada for the protection of shipping off the eastern coast of the U.S. and in the Caribbean.



The smart, clipper-bowed Japanese Maritime Self Defence Force frigate *Uranami* arrives in Esquimalt in early September for a two-day visit. (E-46836)



HMCS Niobe, Canada's second cruiser at anchor in Digby Basin, not far from the site of Cornwallis, in 1911. (DB-847-1)

A STUDY IN SEAMANSHIP

WAS THERE an understanding during the very early days of the Canadian naval service that Canadian warships should not proceed outside territorial waters without permission of the Royal Navy?

No written document to support an affirmative answer to the foregoing question has been found, but there is a certain amount of evidence that this rule was, in fact, followed. There was, for example, the sad case of the Governor-General, who wished to sail on board HMCS *Niobe*, Canada's second cruiser, on a training cruise to Bermuda—a cruise that was cancelled, apparently because Bermuda lay outside the *Niobe's* authorized operational area.

If indeed the Royal Navy imposed operational restrictions on Canadian men-of-war, its action could be supported by a fine show of reason. Who would go to the rescue if a Canadian warship got into trouble in distant waters? The Royal Navy!

And, only a few months after the *Niobe* was acquired by Canada, she *did* get into trouble—and a warship of the Royal Navy *did* speed to the rescue. HM

Ship landed in a spot of trouble, too, but it was the officers of the Canadian ship who were court-martialled at Halifax, before a court composed of officers of the Royal Navy.

This case would appear to have a bearing on the question asked above. If the *Niobe*, which went aground off the south shore of Nova Scotia on the night of July 30, 1911, had been forbidden to steam out of sight of Canadian shores, this fact could well have been pleaded by the defence at the subsequent court martial. It wasn't.

On the other hand, there is support for the view that the Royal Navy took a very close interest in the operations of Canada's first cruisers. The second sailing orders for the Royal Canadian Navy, then simply known as the Naval Service of Canada, were issued by Rear-Admiral C. E. Kingsmill, director of the service, on September 15, 1910, and he submitted them to Admiralty for approval. This was nine days after the old protected cruiser had commissioned as a Canadian warship at Devonport. Admiral Kingsmill wrote as follows to Lord Strathcona, then High Commissioner for Canada in London:

My Lord,

I have the honour to request that you will forward to the Secretary of the Admiralty copy of the attached sailing orders issued to the Commanding Officer of the "Niobe" to be carried out when that Ship is at sea, and request the approval of their Lordships.

*I have the honour to be
My Lord,*

Your obedient Servant,

*(Signed) C. E. KINGSMILL,
Rear Admiral, Director of Naval
Service of Canada.*

The sailing orders were embodied in a memorandum to the Commanding Officer, HMCS *Niobe*, on the same date:

"Being in all respects ready for sea, you are to proceed with steam for 11 knots to Halifax, Nova Scotia, unless you receive contrary orders by cable. On arrival at Halifax you will find in position off the Dockyard a flag buoy to mark the *Niobe* stem when middled as it is desirable you should moor. In all probability the Fishery Protection vessels are on the Atlantic coast: some four in number will meet you and precede

the vessel into harbour. In communicating with these vessels semaphore, not too fast, and they will be able to begin. I am informing the Admiralty, through the High Commissioner, that I have given you instructions to proceed when ready to Halifax at speed of 11 knots."

The captain of the *Niobe* was Cdr. W. B. Macdonald, RN, a native of British Columbia. He did not sail the ship from Devonport until October 10 and the cruiser reached Halifax October 21, the 105th anniversary of the Battle of Trafalgar.

Incidentally, permission to designate the new naval service "Royal Canadian Navy" was not received until August 1911 and Canadian naval officers during those first few months were referred to in this manner: "Lt. John Doe, CNF". The terminal initials stood for "Canadian Naval Forces".

There was nothing unnatural about the paternalistic relationship of the Royal Navy to the early Canadian Naval Service. The Royal Navy only a short time before had turned over the Dockyards at Halifax and Esquimalt to Canadian control. The first ships were supplied by the Royal Navy and they were largely officered and manned by RN personnel. The question, which historical records do not answer fully, is: How extensive was this control?

The Naval Historical Section, does have quite full details of the circumstances surrounding the grounding of the *Niobe* and they present an interesting page of Canadian naval history. What follows is the Naval Historical Section's narrative:

HMCS *Cornwallis* came to Annapolis Basin in 1943, but new-entry training had been carried on there for a while long before—in 1911. In those days HMC Cruiser *Niobe* did duty as training ship, RCN depot and mobile recruiting unit all in one.

In 1911 she made several coast-wise training cruises and in each maritime port she collected recruits just as ships did in Nelson's day, but without the press gang. On May 9 she was lying off Digby when her commanding officer, Commander W. B. Macdonald, RN, received word of his appointment as Honorary Aide-de-Camp to the Governor-General, Earl Grey.

In July she was in Yarmouth for Old Home Week, and sailed from there on the evening of the 29th for Shelburne. She expected to be close to the South West Ledge light and whistle buoy (this is now called the Cape Sable Buoy) a little before midnight. When the signalman reported a red, flashing light and the officer of the watch heard a whistle at 2352, both fine on the port bow, this was assumed to be the buoy.

Before the captain, the navigator and the officer of the middle watch could reach the bridge dense fog closed in around the ship.

The captain ordered slow ahead on both engines and the two watchkeepers together timed the whistle. They identified it as the fog signal from Cape Sable. Meanwhile the captain had decided that he was too close to land and had gone to look at the chart before ordering a change of course to seaward.

At 0019, July 30, 1911, while he was still in the chart house, the ship took the ground. The captain ordered full speed astern and the wheel hard a-starboard. Meanwhile, the ship's company went to collision stations. All watertight doors were closed. One watch, under the direction of the carpenters, was employed on damage control, shoring bulkheads, doors and hatches, while the other lowered the boats to the upper deck and placed fresh water and provisions in them.

The engines failing to move the ship, they were stopped and the sailing launch and pinnace were hoisted out by the main derrick—a major evolution at the best of times—to lay out kedge-anchors. They were hardly in the water when the ship slewed violently to port through about 160°. The boats which had been in the lee of the ship, were now exposed to the full force of the wind which was quite strong; they snapped the boat ropes and vanished astern taking seventeen men with them. Quickly four hawsers were bent together and a whaler was veered on the end of them to try to recover the other boats, but her crew saw nothing of them.

Just before the swing was complete, the captain ordered the starboard anchor slipped. When the strain came on the cable, growing broad on the beam, it bowed down on the bows and raised the stern clear of the reef. Wind and tide swung her again and heaving the lead showed that she was dragging her anchor into deeper water.

Below decks the situation was under control. The starboard engine room had been flooded, but the pumps brought the water down to the level of the deck plates. Other compartments were also leaking but not so badly.

At daylight, when the port engine was moved, the *Niobe* had ten fathoms of water under her, the tide had turned and she was now dragging to the south-east, so the port anchor was dropped as well. At 0600 the first of the local fishermen, who had come out in response to radio requests for a search party to find the boats, boarded the *Niobe*. He and a man from Clark Harbour life



The 1,100-ton "A" Class Ambush arrived in Halifax June 19 to replace HMS *Amphion* in the Royal Navy's Sixth Submarine Squadron. The Ambush carries 65 officers and men under command of Lt.-Cdr. Peter Roe. The Ambush thus begins her second tour of duty out of Halifax since formation of the Sixth Squadron in March 1955. (HS-53298)

boat, which arrived soon afterwards, were engaged as pilots. At 0800 the crew of the launch also aboard, the pinnace returned under sail with the boat having been left anchored safely at Horse Rip.

Both anchors were still dragging although there were thirteen shackles of cable out on the starboard and nine on the port, so, feeling confident of his ship's buoyancy for the present, the Captain decided to get under way.

By this time three tugs and all the fishing boats for miles around were gathered about the *Niobe* so about 330 men and boys were transferred to them for passage to reduce the number of lives at hazard in a crippled ship.

The difficulties of navigation were great for only the port engine could be used, the rudder was out of action, the fog was still thick and the tide was running strongly. The only way the *Niobe* could make good anything like a straight course was by anchoring whenever she yawed and waiting for the tide to swing her back on course again. She got way at 1220 and anchored in Clark Harbour, about eight or ten miles away, at 1845.

Because of steering difficulties, the *Niobe* was towed to Clark's Harbour,

where she remained until on August 5 HMS *Cornwall* came to her aid. Feeling her way toward the *Niobe* in dense fog, the *Cornwall* also struck a rock and suffered damage. She was, however, able to free herself and tow the *Niobe* to Halifax where both ships were repaired. (See "The Naval Service of Canada," Vol. 1, page 145-6).

For the court martial that followed Canada had to "borrow" a British cruiser squadron because there were not enough officers in Canada who were qualified to sit on it, and at least two of HM or HMC Ships had to be present. Commander Macdonald was honourably acquitted, but the navigator and the officer of the first watch were found guilty; the former was dismissed the ship and the latter was reprimanded.

A court martial has liberty to commend as well as to fix blame, and the president wrote to the Rear-Admiral the Fourth Cruiser Squadron:

*HMCS Niobe at Halifax, N.S.
18 November, 1911*

Sir,

I have the honour to report on behalf of the members of the courts martial sitting for the trials of officers of HMCS Niobe from 15th to 18 November, we wish to draw the at-

ention of the Canadian Naval Administration to the exemplary behaviour of the ship's company in HMCS Niobe on the occasion of her stranding, both on deck and in the engine room, under most trying circumstances.

It is noticeable especially that no less than 180 recruits were on board—all were boys or youths—and their conduct on this occasion appears to be most creditable.

The court are also of the opinion that the seamanship displayed by Commander Macdonald, his officers, and men, in moving the disabled ship under trying circumstances into Clark's Harbour is worthy of all praise.

*I have the honour to be
Sir*

Your obedient Servant

*(Signed) L. Clinton-Baker,
Captain HMS Berwick,
President of Court Martial.*

This letter was forwarded to Ottawa and the department ordered it read to the assembled ships' companies of HMC Ships *Niobe* and *Rainbow* and to the cadets of the Royal Naval College of Canada at Halifax.—*Naval Historical Section*

HMS *Cornwall* hurried to the rescue, and went aground in doing so, when HMCS *Niobe* grounded heavily off Nova Scotia's south shore. The *Cornwall*, shown here, freed herself and towed the *Niobe* back to Halifax where both ships underwent repairs. (CN-3455)



Stars by Moonlight

*A true story of navigation
in the days of the
convoys*

“WELL, I’ll be!” ejaculated the young Gunnery Officer, “Did you see this article on ‘Sights Using Moonlit Horizon’ in the *ND Bulletin* for December? Guy’s wacky — any fool knows they’re not worth wasting time on . . . Yes, thanks, Flagg — with water.”

“Yes,” agreed Flagg, “wacky. Pilot has a pretty soft touch these days anyway, what with Loran, Decca and all the other gadgets . . . no more sights in a few years.”

The Ancient Mariner stirred uneasily in his deep chair before the fire, puffed on his pipe a little more vigorously, then reapplied himself to his contemplation of the wartime Navy List he had unearthed.

“Oh! sir,” said Guns, apparently noticing the Ancient Mariner for the first time, “don’t you think stars by moonlight are a lot of bunk? Oh! will you have the other half, sir?”

“Thanks—no ice,” replied the AM, knocking his pipe out.

“Y’know,” said the AM as he took the proffered glass from Guns, “there’s something awfully permanent about stars; the best electronic gadgets in the world may go on the fritz — but the stars are there for keeps . . . Now, as to stars by moonlight, well, I’ll tell you a story.

“It was 1942 — October,” continued the AM as he refilled his pipe. “I had my own corvette, and had to be my own navigating officer, too. ON 137 had had the usual spot of bother—weather and U-Boats—and one grey dawn, I found myself the sole escort for the survivor-filled rescue ship, the SS *Bury*, and Heaven alone knew where the convoy was! And it didn’t help to know that I was in a very familiar condition—getting short of fuel, and no replenishment tanker in the convoy even supposing I’d known where it was.”

The AM dragged thoughtfully on his pipe, “I well remember the cryptic signal from my senior officer in the *St. Croix*,” he went on. “Poor chap was lost the following year in the first acoustic-torpedo attack of the war . . .



‘IF IN COMPANY WITH BURY REMAIN TO PRUDENT LIMIT ENDURANCE THEN PROCEED AZORES OR ST. JOHN’S’.

“*Bury*’s DR and my own were little better than guesstimates, what with gales, scattered convoy, magnetic compasses, and no sights for days . . . We stayed with *Bury* as long as we could, and finally got him to within R/T ‘talking distance’ of the convoy—pure joss that—then headed for where I hoped lay St. John’s. It was then that my rotund and perspiring Chief ERA puffed up to the bridge, his usually cheerful countenance a mask of concern.”

The AM paused to relight his pipe.

“There had been a slight error in the ‘dips’ taken on the preceding two days—can’t blame ‘em, pretty heavy weather. We had quite a few tons less fuel now than we thought we had . . .

“A check and double check failed to produce even half a ton more, and a simple calculation revealed the unpleasant fact that, even if we were as far to the westward as we hoped we were, and even if the weather held, we’d end up with dry tanks about a hundred miles from St. John’s.

“There was only one thing for it—ask for a tow. But where the devil were we? I had no option but to pass a rendezvous position based on our very dubious DR.

“In the meantime, the Chief ERA had organized bucket brigades, and the dregs of the tanks were being baled out with loving care and deposited into a tank where best they could be used.

“We pressed on to the westward at economical speed, under leaden skies, with visibility not better than two miles. Then at last—two fuzzy and fleeting sun sights during the afternoon. These suggested that we were about 15 miles to the northward and a bit to the westward of our DR. While it was encouraging to find that we might be slightly to the westward, the sights had been pretty shaky. It’s at times like this that the Atlantic seems a very large place . . . However, there was nothing to do but trust the sights, head for the rendezvous, and hope for some stars. But dusk came, and no break in the sky although the fog cleared.

“Then suddenly at about 2200, the moon burst forth, and stars appeared fitfully between the scudding clouds. In the few fleeting moments before they were again obscured, I managed to get Arcturus, Mizar and Polaris. They gave me a cocked hat of about six miles, the centre of which placed us about 20 miles to the nor’-westward of our DR, and only about 18 miles eastward of our rendezvous position. This we reached with fuel remaining for not more than about three or four hours’ steaming.

“We stopped and lay there, the asdic team—sorry, sonar—straining for any sound which might announce the approach of a U-Boat . . . Our only radar, an SW2C, was in its habitual condition, U/S, as was our MF/DF. The hours dragged on, and the time of rendezvous approached . . . Then—distant ‘HE!’ Was it a U-Boat? . . . or could it be . . .? Suddenly we were bathed in moonlight again—and there were the tug and escort steaming right for us. They’d found us on the button. They had no radar, either.”

The AM contemplated his pink gin for a long moment in the silence that followed. “Yes,” he mused, “Stars by moonlight . . . I like ‘em.”—D.G.K.

OFFICERS AND MEN

Lt.-Cdr. Bourke, VC Winner, Dies

Lt.-Cdr. Rowland R. L. Bourke, holder of the Victoria Cross, died at his home in Victoria on August 29. He was 72.

Described by the late Lord Keyes, Admiral of Fleet, as "the bravest of all holders of the Victoria Cross", Lt.-Cdr. Bourke was awarded the Distinguished Service Order in April, 1918, and the following month he won the Victoria Cross. The awards were for valour in attacks on Zeebrugge and Ostend on the Belgian coast while in command of a motor launch.

Lt.-Cdr. Bourke was born in London, England, on November 28, 1885. He was educated in London and came to Canada in 1902, where he engaged in mining in the Klondike and fruit growing in B.C.

He entered the Royal Naval Volunteer Reserve as a sub-lieutenant in November, 1916, and took courses at Greenwich and Southampton, England, after which he was appointed in command of *ML 276*, and volunteered for rescue work at Ostend.

Along with another *ML*, Lt.-Cdr. Bourke followed the *Vindictive* into Ostend, engaging enemy machine guns on both piers with Lewis guns. After the other *ML* had withdrawn, Lt.-Cdr. Bourke laid his ship alongside the *Vindictive* for a last search and when about to withdraw heard cries in the water and detected six men clinging to a skiff. Under heavy fire, he rescued them, sustaining 55 hits to the *ML*, one by a six-inch shell.

Although the *ML* was severely damaged and speed reduced, he managed to bring her out and was taken in tow by a monitor.

The episode "displayed daring and skill of a very high order and undoubtedly saved the lives of the six men, one of whom was Lieut. Sir John Alleyne."

Lt.-Cdr. Bourke was gazetted on August 28, 1918, for his valour. The previous month he won the DSO. He was promoted to the rank of lieutenant-commander for his services in action and was also made a Chevalier of the Legion of Honour.

Lt.-Cdr. Bourke entered the former Royal Canadian Naval Volunteer Reserve in September, 1939, and served on administrative work in Canada dur-



LT.-CDR. ROWLAND BOURKE, VC, DSO

ing the Second World War, latterly with the acting rank of commander.

He entered the Federal Civil Service in 1932 and retired in 1950 at Esquimalt.

Lt.-Cdr. Bourke was buried with full naval honours from Our Lady of Peace Church, Esquimalt, on September 2, and requiem mass was sung by Rev. Lewis MacLellan.

He is survived by his wife, Linda, and two sisters, Mrs. W. Lewis and Mrs. R. V. Venables, both of Victoria.

Prizes Awarded UNTD Trainees

More than 350 University Naval Training Division cadets paraded before the Flag Officer Atlantic Coast Friday afternoon, July 11, at HMCS *Stadacona*.

Rear-Admiral H. F. Pullen inspected the cadets, who are in the midst of summer training with the RCN, and awarded prizes to outstanding trainees.

Cadet Captain H. L. Davies, Toronto, a student at the University of Toronto, received a sword as the most outstanding third-year cadet. Cadet Captain D. E. Wakefield, also of the University of Toronto, received a telescope as the runner-up.

Cadet J. S. Elliott, of Victoria, a student at the University of British Columbia, received a plaque as the most outstanding first-year cadet.

Dirks were presented to the following top cadets in first-year divisions:

R. K. Norris, D. P. Armitage and C. A. Gunn, all of Toronto, A. C. Frost, of Montreal, and J. A. Beatty, of Agincourt, Ontario.

Blood Given in Child's Memory

In Vancouver recently, 80 officers and men from HMCS *Athabaskan* gave blood in memory of a little girl who died of leukemia.

The ship's company learned of the plight of Sandra Dougall, 3, through a friend of the family, AB K. R. Speer, but she died before they had a chance to help.

Seven Complete Long "C" Course

After 11 months of concentrated study, seven officers have graduated as communications specialists from HMC Communication School at *Cornwallis*.

The course ended on Saturday, July 19, with the presentation of certificates to the newly-qualified "C" officers, Lieutenants J. A. C. Beauregard, J. D. Cairney, J. M. Campbell, D. Carmichael, W. H. Evans, C. M. Seymour and H. R. Wilcox.

The presentations were made by Captain M. J. A. T. Jette, commanding officer of *Cornwallis*, at ceremonial divisions. The Mackay Award for the highest marks in the Long "C" course went to Lt. Evans. This award, a telescope, was initiated by RCN communications officers in memory of Lt.-Cdr. T. C. Mackay, DSC, RCN, whose distinguished career in naval communications, was tragically ended when he was killed in an automobile accident in 1951 while on his way to a West Coast appointment.

Rust Prevention Idea Rewarded

A suggestion by Able Seaman Donald V. Watson, 21, of Kimberley and Kelso, B.C., has won him a cash award and a letter of commendation from Naval Headquarters.

AB Watson, an engineering mechanic, suggested a method for keeping certain deck plates in ships' engine and boiler rooms from rusting. The suggestion was submitted to the Suggestion Award Board of the Public Service of Canada for study and trial by technical ex-

perts and has been adopted for use by the Royal Canadian Navy.

AB Watson was born in Kimberley on January 26, 1937, and entered the Navy in February, 1954.

He took his early training at *Cornwallis* and has since served ashore on both coasts and at sea in the *Sault Ste. Marie, Ste. Therese, Ontario* and *Magnificent*. He is now serving at *Naden*.

Two Promoted to Commodore Rank

Two senior technical officers of the Royal Canadian Navy have been promoted to the rank of Commodore (L).

They are Commodore (L) John Deane and Commodore (L) Herbert G. Burchell.

Commodore Deane, who recently completed the course at the National Defence College, Kingston, Ont., took up the dual appointment of Commodore Superintendent, Pacific Coast, and Superintendent, HMC Dockyard, Esquimalt, on August 18.

Commodore Burchell has been Deputy Chief of Naval Technical Services at Naval Headquarters, Ottawa, since August 1956. While in the appointment he held the acting rank of Commodore (L).

In October Commodore Burchell will exchange appointments with Commodore (E) John MacGillivray, who has been Commodore Superintendent, Atlantic Coast, and Superintendent, HMC Dockyard, Halifax, since January 1956.

Bursary Goes to CPO's Daughter

The Rev. Canon H. L. Puxley, MA, DD, announced in August that at a meeting of the Executive Committee of the King's College Naval Bursary Fund, Miss Sandra Manning, of Halifax, daughter of CPO F. C. Manning, of HMCS *Stadacona*, and Mrs. F. C. Manning, had been awarded the King's College Naval Bursary. Canon Puxley acted as temporary chairman of the meeting, which convened in order to weigh the merits of the various applicants for the bursary.

In order for applicants to be considered it was necessary that they be children of an officer or a man serving in the Royal Canadian Navy or retired from the Royal Canadian Navy on pension. The candidates had also to be acceptable to or registered in the University of King's College. While academic achievement and promise was the first principle upon which the candidates' applications were considered, purpose, industry and character were also weighed carefully in the selection of Miss Manning over the other candidates.



First winner of the King's College Naval Bursary is Miss Sandra Manning, centre, flanked by proud parents, CPO F. C. Manning, a storesman at *Stadacona*, and Mrs. Manning. A 17-year-old graduate of Queen Elizabeth High School in Halifax, Miss Manning intends to complete her arts degree at the University of King's College, then take nursing science and, finally, administrative nursing. The bursary, to cover fees and books throughout her course at King's, went to Miss Manning on the basis of her academic achievement and promise, purpose, industry and character. (HS-54108)

While the bursary is awarded annually it is intended that it shall be tenable by the same student until completion of his degree at the university provided that he makes acceptable progress. The bursary will be in an amount sufficient to cover tuition fees of the successful candidate while he remains in his course at King's, and will at the same time provide him with a sum sufficient to purchase his books necessary for his course.

In making this announcement on behalf of the committee, Canon Puxley expressed the gratitude and deep appreciation of the university for this gesture by the officers and men of ships and establishments on the Atlantic coast who had made this bursary possible.

The bursary was established in order to commemorate the unique and valuable relationship between the University of King's College and the Royal Canadian Navy during the Second World War, during which the University turned over its buildings entirely to the Department of National Defence for use as an officers' training establishment. Many messes and welfare funds of establishments on the Atlantic coast have made contributions to the capital sum, interest from which will provide the bursary.

The recipient, Miss Manning, intends to complete her arts degree at the University of King's College, after which she intends to enter nursing science and finally will enter the field of administrative nursing. She is 17 years of age, and a graduate of Queen Elizabeth high school in Halifax.

Commissioned Rank for CPO

A former Chief Petty Officer of the Royal Canadian Navy, Murray K. Bronson has been promoted to the rank of Acting Commissioned Engineer (AE).

In September Cd. Eng. Bronson was to go to the United Kingdom for an aero-engine officers' course, after which he will take an officers' divisional course at *Cornwallis*.

Cd. Eng. Bronson was born in Port Stanley, Ontario, on May 7, 1921, and entered the navy at Hamilton in November 1943 as an engine room artificer. He served ashore on the East Coast and at sea in a frigate and a minesweeper until December 1945 when he went to the *Uganda* (cruiser) for two years. He transferred to the regular force in August 1947.

Following specialist courses in aero-engineering in the United Kingdom, Cd. Eng. Bronson returned to Canada in 1949 and served with naval air squad-

rons and air groups at *Shearwater* and in the *Magnificent*. In March, 1957, he took up instructional duties in HMCS *Cape Breton*, until recently apprentice training ship at Halifax.

Manœuvring Board Designed

A suggestion by Lt. Allan C. Gorseline, has brought him a cash award and a letter of commendation from Naval Headquarters.

Lt. Gorseline, a navigation specialist now serving in *Niobe*, suggested an idea for an internally illuminated manœuvring board which has an application in fleet work.

Lt. Gorseline was serving in HMCS *Assiniboine* when he hit on the idea for his manœuvring board, and one was produced in the ship. It has since had considerable practical use made of it during several NATO fleet exercises in the Atlantic.

Lt. Gorseline was born in Schenectady, N.Y., but was living in Collingwood, Ontario, when he entered the navy in October 1940 as an ordinary seaman.

He served during the Second World War in HMCS *Halifax* (corvette) and HMCS *Uganda* (cruiser) and ashore on the East Coast and at HMCS *St. Hyacinthe*, wartime signal school at St. Hyacinthe, P.Q. He transferred to the regular force in May 1944.

Following the war he served ashore on the East Coast and in the United Kingdom, where he specialized in radar plotting and in HMCS *Magnificent* (aircraft carrier).

Promoted to commissioned rank in March 1951, Lt. Gorseline has since taken advanced courses in the United Kingdom and has held appointments at sea in the destroyer escorts *Crescent* and *Assiniboine* and in the coastal minesweepers *Chaleur* and *Gaspe*.

Senior Posts Announced

Four senior officers of the Royal Canadian Navy take up new appointments this fall.

Captain Robert W. Timbrell, who has been executive officer of HMCS *Shearwater*, RCN air station near Dartmouth, N.S., since February, 1957, was appointed Director of Undersea Warfare on the staff of the Assistant Chief of the Naval Staff (Air and Warfare) at Naval Headquarters, effective September 18.

Succeeding Captain Timbrell on September 10 was Cdr. John P. T. Dawson, who has been commanding officer of HMCS *Skeena* (destroyer escort) since the ship commissioned in March 1957.

Cdr. William M. Kidd took command of the *Skeena* on August 20.

Cdr. Andrew L. Collier succeeded Cdr. Kidd as executive officer of *Venture* on August 19.

Communications Course Completed

Five communicators successfully completed a Communicator Visual, Trade Group I, course at HMC Communication School, *Cornwallis*, on August 1.

The graduates of the 19-week course were Ordinary Seamen R. B. Clarke, S. R. Femia, R. P. Gilmore and G. W. Snooks, and AB E. A. LeClair.

Cdr. E. J. Semmens, officer in charge of the Communication School, presented a combination cigarette lighter and case to Ord. Sea. Snooks, who led the class throughout the course. All graduates received certificates.

Captain M. H. Ellis Retires from Navy

In pre-war days the Headmaster of a Victoria Island private school, Instr. Captain Martin H. Ellis, has retired from the Royal Canadian Navy after 20 years' service in the regular force and reserve and in both the executive and instructor branches. He proceeded on retirement leave on August 26.

WEDDINGS

Lieutenant (E) Douglas H. Benn, Naval Headquarters, to Miss Susan Christina Moffatt, of Ottawa.

Lieutenant Terrance Brennan, RCN(R), Carleton, to Miss Claudette Belair, of Eastview, Ont.

Sub-Lieutenant Patrick D. Crofton, *Niobe*, to Miss Patricia Judith, Mary Williams, of Wargrave, Berks., England.

Leading Seaman Alvin R. Hoover, *Mirimachi*, to Miss Elizabeth-Ann McGrath, of Victoria.

Ordinary Seaman Robert Kranstz, *Cornwallis*, to Miss Donna Vantassel, of Digby, N.S.

Able Seaman Gerald A. Leacock, *Stadacona*, to Miss Beverly Anne Dauphinee, of Dartmouth, N.S.

Able Seaman John B. Morris, *Cayuga*, to Miss Carol Loraine Shields, of Victoria.

Sub-Lieutenant James G. Morrison, *Ottawa*, to Miss Ruth Mary Cross, of Amherstburg, N.S.

Sub-Lieutenant Melville W. D. Rochleau, *Stadacona*, to Miss Hilda Thorpe, of Victoria.

Lieutenant David A. Winter, Royal Military College, to Miss Judith Merriam Wilson, of Truro, N.S.

BIRTHS

To Commander J. R. Coulter, *Assiniboine*, and Mrs. Coulter, a daughter.

To Leading Seaman W. T. Evans, *Crescent*, and Mrs. Evans, a son.

To Instructor Lieutenant-Commander J. A. Johnson, *Stadacona*, and Mrs. Johnson, a daughter.

To Lieutenant-Commander (SB) Charles T. McNair, *Patriot*, and Mrs. McNair, a daughter.

To Able Seaman Robert Polin, *Margaree*, and Mrs. Poulin, a son.

Born in Exbury, Hampshire, England, on October 15, 1900, Captain Ellis came to Canada in April 1926.

He entered the Royal Canadian Naval Volunteer Reserve (Supplementary Reserve) in 1938, at which time he was headmaster of Brentwood College School, near Victoria. He went on active service as a lieutenant in October 1939 and served in patrol vessels on the West Coast until May 1940 when he was appointed to *Stadacona*, Halifax, as a new entry divisional officer.

The following January he went to the United Kingdom for a specialized anti-submarine course, on completion of which he was appointed to the corvette *Collingwood* as anti-submarine officer for a convoy escort group.

Later he went ashore in Halifax as anti-submarine sea training officer, then became officer-in-charge of the Anti-Submarine School, on the staff of Captain (D) Halifax. During this period he was promoted to lieutenant-commander.

In July 1943, he joined the frigate *Nene* as group anti-submarine officer of the escort group EG 6, transferring nine months later to the frigate *Waskestiu*. During the year in which he was with EG 6, Captain Ellis experienced two glider bomb attacks and was involved, as group anti-submarine officer, in two submarine sinkings.

Captain Ellis later served at headquarters and as officer-in-charge of the anti-submarine school at *Cornwallis*. In August 1945 he went to the naval college at Royal Roads as instructor in English and in January of the following year transferred to the RCN.

After two years at Royal Roads, Instructor Captain Ellis was appointed to headquarters as Director of Naval Education.

In August 1949 he went to the aircraft carrier *Magnificent* as Senior Instructional Officer, and remained there until appointed to headquarters as Director of Naval Training in December 1950.

Captain Ellis was appointed to the staff of the Assistant Chief of Naval Intelligence in September 1954.

On September 1, 1956, he was appointed on attachment to the Joint Staff as Military Adviser to the Canadian Delegation on the UN Disarmament Commission and held this post until his retirement.

Air Commodore Costello Retires

On the occasion of the retirement July 11, of Air Commodore Martin Costello as AOC, Maritime Air Command, Rear-Admiral H. F. Pullen, Flag Offi-

cer Atlantic Coast, sent him the following message:

"On turning over the position of Air Officer Commanding, Maritime Air Command to your successor, the officers and men of the Atlantic Command express their appreciation of your leadership and wise counsel over the past four years.

"The very close and happy relationship of the two services in the command, is in a great measure, the result of your personal example. Our very best wishes go with you on your retirement."

Air Commodore Costello has been succeeded by Air Commodore William I. Clements, who is also Deputy Commander Canadian Atlantic Sub-Area under Admiral Pullen in the Canadian NATO command.

Officer to Serve At USN Base

Lt.-Cdr. (S) Robert N. G. Smith, on September 22 took up an appointment on exchange duty with the United States Navy at the Naval Supply Depot, San Diego, California.

Lt.-Cdr. Smith has been Deputy Naval Secretary (Staff) and Secretary to the Vice-Chief of the Naval Staff at Naval Headquarters, Ottawa, since January 1956.

Accident-Free Shops Recognized

Commodore (E) John MacGillivray, Commodore Superintendent Atlantic Coast, in July presented certificates of merit to four departments under his administration for having worked for the whole of the year 1957 without a lost-time accident.

Eligible for the awards are 80 shops, etc., employing groups of more than 20 people. The number of people involved in the safety competition, embracing the dockyard, Naval Armament Depot and the Bedford Magazine, totals 4,100.

Certificate holders include the Plant Engineering Department, Electrical Maintenance, Fire Control Shop NAD, and the Precision Shop in the yard.

New Commanding Officer at Nonsuch

The appointment of Cdr. Leonard J. D. Garrett as commanding officer of HMCS *Nonsuch*, the Edmonton naval division, was announced in early September.

He succeeds Cdr. (E) (AE) Norman S. Cameron, who had been in command of the division since 1955 and who was the first non-executive branch officer to command a naval division.



It was a rare sight and it must have brought back yearning memories to ancient Maritimers attending Navy Day celebrations in Halifax on August 27. In honour of the occasion the U.S. Coast Guard auxiliary barque *Eagle* sent her cadet complement aloft to man the yards—a gesture that brought a message from Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast: "Many thanks for your assistance in our Navy Day program. It is many years since a ship with yards manned has been seen in Halifax harbour. It was a stirring sight." The photograph was taken by Tom Martin, dockyard employee and free-lance photographer. It is printed here with his kind permission.

Cdr. Garrett joined the RCNVR at Edmonton in 1941 and has served in the reserve ever since. He held a number of sea appointments during the Second World War, including that of gunnery

officer of HMCS *Iroquois* in European waters. In 1955 he was commanding officer of the *Brockville* when he carried out a summer training cruise to San Francisco.

THE ROYAL NAVY'S WONDER RADAR

A REMARKABLE tribute to the scientists, designers, and those of the radio industry in the United Kingdom who have supported them in developing modern electronic equipment for warships, was paid by the First Sea Lord (Admiral of the Fleet the Earl Mountbatten of Burma, K.G., etc.) at a dinner given by the British Institute of Radio Engineers to celebrate the 33rd anniversary of its foundation.

In recent years, said Admiral Mountbatten, equipment had been produced which revolutionized the operational effectiveness of the modern warship and gave to the captain and his officers powers undreamed of in the past.

He singled out for special comment the combination of Type 984 radar and its comprehensive display system which is essentially the eyes, brain and central nervous system of the ships, such as HMS *Victorious*, Britain's new aircraft carrier, in which it is installed.

"Integrated with the directing intellect of the human staff, it constitutes a device of almost fabulous performance without which modern warships would be highly vulnerable to long-range attack from the air," said the First Sea Lord.

Lord Mountbatten went on: "The uninitiated, looking at this ship or seeing pictures of her, may wonder why she carries an enormous 'searchlight' on the island superstructure. Some may wonder if this contains some new form of black light or possibly even a magic eye. It is indeed a form of magic eye which, in conjunction with its electronic 'brain' between decks, not only gives the captain phenomenal far sight but also provides him with infinitely greater powers of calculation and judgment than his own eyes and brain could produce unaided.

"The eye part of this system is a revolving stabilized structure which weighs 27 tons and incorporates many new ideas. Like the human eye it uses a radio lens instead of a reflector, and for much the same reason. If a reflector were used the various scanners would obstruct the actual radar beams. Also by using the lens, greater flexibility in aerial design is achieved.

"The radio lens is made up of hundreds of short sections of different-length wave-guides stacked together like a honeycomb. It has an 'F' value of 1, which gives greater collecting power than the best camera lens. There is one way, however, in which this

'eye' copies the bat rather than the human being. It sends out its own sort of illumination in the form of a number of narrow pencil beams, all sharing the same lens. One of these is fixed in elevation and provides the long-range warning, while the others make a co-ordinated scan of various sections of the target area as the rotating structure revolves.

"Like the human eye again, this radar antenna unit sends a hotchpotch of impulses to the 'brain', in this case an elaborate electronic computer sys-



The 'magic eye' of Britain's new aircraft carrier, HMS *Victorious*.

tem in the superstructure of the ship. These impulses, though quite meaningless in themselves, contain all the information on airborne targets which is needed by the operational staff. To enable them to make full use of this information, there is a very complex display system which processes, stores and filters it so that it can be displayed in an easily intelligible up-to-date form. Range, height, bearing, speed and course are all provided and presented for easy use by a novel system of electronic writing.

"All the numbers and symbols required for identifying targets and for other purposes are written electronically on the display tubes themselves. This is achieved by a suitable combination of different wave-forms to produce Lissajous' characters of the required shape. Even for the most complicated characters not more than four of these wave-forms is needed. As if this were not enough, a section of the 'brain',

known as the intercept computer, works out for the control officer a future presentation of which of his fighters will intercept or miss their targets and when if they continue on his present directions. These directions have also been computed for him.

"Even with all this elaborate and effective aid the operational staff of a warship, trying to compete with a mass air attack at modern high speeds and great altitudes, is faced with enormous difficulties. Almost instantaneous decisions have to be made of how best to use all the rapidly changing information. This brings me to perhaps the most important and most interesting aspect of these new developments, and that is the integration of man's intellect with his creation. For this system cannot, of course, be used and directed or maintained without the human intellect.

"The term 'electronic brain' has often been criticized on the grounds that these machines are not capable of original thought and have, in fact, no intellect. This is, of course, perfectly true and the comparison between these machines and the human brain applies only to the semi-automatic part which controls the routine functions of the body as necessary to carry out the directions of the intellect.

"This is precisely the case with an elaborate electronic system such as I have described. I repeat that by itself it can achieve nothing. Its sole purpose is to provide for the human element much more information than their own eyes and brains can handle unaided, and to help carry out the directions produced by the combination of man and machine. If equipment as complex as this radar and display system is to serve its purpose and not become a liability it must be maintained at its designed performance. Moreover this must continue as the equipment becomes older and therefore inherently less reliable.

"The system is, therefore, fitted with a comprehensive monitoring system. This is extremely important because the mounting cannot be worked on while it is in operation and the length of time when the system can be put out of action for maintenance must be kept to the bare minimum. It is, therefore, only by continuous and careful monitoring that the system can be efficiently serviced during the short periods when it can be shut down. For the same reason the units and components

of the system must possess a very high standard of reliability.

"When Type 984 Radar was first planned serious doubts were expressed whether the valves and other components would be sufficiently reliable for them all to be kept in working order at once. This equipment uses about 10,000 valves and 100,000 components, to say nothing of a quarter of a million soldered joints, with 275 slip rings to the revolving structure. However, I am glad to say that this and other similar systems are now being operated and maintained at a very good standard of over-all reliability, and this must reflect the greatest credit on all in the

industry from top management to the workers at the bench.

"There is, of course, a price to pay for all such tremendous achievements and the financial cost is probably the greatest of these. I wonder if you realize the difference in costs between radio and electronic equipment in ships of the 1938 era and those of the present day. So staggering are these differences that I will quote a few.

	1938	1958
	£	£
Frigate or Destroyer	4,000	120-150,000
Cruiser	20,000	500,000
Aircraft Carrier	12,000	over 1,000,000

"To this must be added, of course, the huge expenditure on research and development. The other price is that complicated systems call for a higher degree of skill and personal qualities in our sailors than ever before. The men concerned with equipment of this sort need the ability to think quickly, they need mental endurance and they need sound judgment both in operating the equipment and maintaining it.

"I am very glad to say that we are getting a sufficiently high standard of recruits coming into the Navy to meet this formidable but fascinating task," Admiral Mountbatten concluded.—(Admiralty News Summary)

On Throwing Pebbles into the Sea

FOR THOSE who wish to get away from it all, without going so far as to preclude a rapid return to it all, there is nothing quite so soothing as throwing stones from the beach into the sea. Any beach on any sea will do, for boulders from Bali, nodules from Nova Scotia, pebbles from Panama, or stones from Stavanger will all fall into their respective oceans with equally satisfactory results. Many a man has taken his troubles to the strand and there alleviated them by an hour or two of carefree throwing and detached thinking, soothed by the unceasing whispering of the waves and refreshed by the wash of uncontaminated air from the uninhabited ocean.

Mind you, that is not to say that it is enough to just start throwing chunks of rock into salt water; the evolution must be correctly carried out, with the proper atmosphere and the proper respect for the mysteries. To start with, there must be a reason for the operation, for your purposeless thrower is a menace to society, a clutterer of the beach, and a waster of one of Nature's most bountiful gifts—the throwable pebbles of the world's sea shores. The benefits of the clinic of the beach are not thus to be squandered by meaningless meander-minded morons who have just time to kill.

The time of day must be considered, for hot noon and clear thinking are ill-matched fellows. When the sun has dipped from zenith to just above wavetop height and the cool breezes of evening are wafting, then is the time to essay the medicine of pebble casting.

There should, ideally, be a floating target and your experienced pebble caster will invariably be able to provide one from among the litter of cans and bottles left on the beach by the untidy human race. The bobbing of the target provides an extra element of difficulty, a soupçon of competition, to add further spice to relaxation, and to provide an upsurge of the ego when a bull's-eye is scored.

The site of the casting must be chosen with care so that an inexhaustible supply of ammunition is within reach of the hands of a sitting devotee, who can then grab, throw and think all at the same time without ever being aware of what he is doing or even where he is.

A comfortable seat is a prime requisite, preferably on a slight upslope, or on a dry rock or log if it is that

sort of a beach, where adjustments of position may be made without prejudice to the accuracy of aim or the continuity of thought.

It is a mark of the competent pebble thrower that a smooth ballistic stream of missiles flows toward the target with a regular concatenation of movement of hands and arms without loss of time or train of thought in intervals devoted to the gathering of ammunition. When turning points in logical development, or steps in reasonable argument are reached, the ever changing, infinitely variable assortment of the sea shore's surface will provide points of immediate interest to occupy the mind's breathing space.

There is fascination in the very stuff of the stones—the colours, the glints, the patterns and textures and patina of each pebble provide mute evidences of the incredible age and vastness of our earth and the minuscule proportions of our own human troubles and times. Here the amateur geologist will find a treasure-trove of all he desires in the way of specimens—igneous, sedimentary and metamorphic, all under hand, waiting to be examined, tossed in speculative contemplation, pocketed for collective retention, or flung, without a glance, into the engulfing sea, to be further pounded and polished, ground, and eroded by the inexorable forces driving the restless waves, to be finally cast up again, perhaps to engage the attention or muscle-power of a future seeker after peace of mind.

—G.A.D.



The Passage of the Pickle

A GAIN THIS YEAR, HMCS *Shearwater's* 58-foot yawl *Pickle* was loaned to the Royal Canadian Naval Sailing Association for entry in the ocean yacht race of the year, Newport, Rhode Island, to Bermuda.

The *Pickle* sailed from Shearwater at 1800 June 3, with a crew of 12: Cdr. J. C. Reed, skipper; Lt.-Cdr. Bill Wheeler, navigator; Lt. Keith Lewis, first mate; Lt.-Cdr. Pat Baldwin, second mate; Ldg. Sea. John MacMillan, cook, and watchkeepers Lt. Mike Thompson, CPO Howie Oliver, PO Bill Greenwood, PO Ted Eisenor, Ldg. Sea. Ken Baker, AB Jim MacLeod, and Ord Sea. Cliff. Simmonds.

Sail was made in light rain and a fresh northeast breeze. Supper first night out was, naturally, pork chops. As is usual at the beginning of such a voyage, due no doubt to the combination of fatigue, pork chops, and the sea state, and in spite of the fine sailing conditions, a slight drop in enthusiasm, even a slight air of gloom, began to creep over and through the boat. This was only to be expected and wore off as the crew settled in.

The northeast wind held until 2000 the second evening, when Cape Sable had been well rounded, and course shaped for Cape Cod. It then dropped completely, and it became necessary to lower the sails, and continue under power.

Thursday, June 5, was bright and warm in the Gulf of Maine, but with only light airs until about 1500, when the wind came in from the southwest, and steadily freshened until by midnight it was blowing 25 knots, and the genoa had to be replaced by a working jib.

The wind moderated during the night, so that by the forenoon watch, there was just a good breeze to sail on. The *Crusader* came over the horizon at about the same time Cape Cod Light was raised. Pleasantries were exchanged as she overhauled the *Pickle* and disappeared in the direction of Boston.

During the next few hours, while beating round Cape Cod, strange difficulties arose in connection with the navigational fixes. While obviously well off shore, and in safe water, the fixes, based mainly on Cape Cod Lighthouse, simply would not "fix". Finally, to the confusion and embarrassment of the navigator "Cape Cod Lighthouse" turned out to be a handsome monument to the Pilgrims. This monument appeared to be transmitting D/F signals,



and behaving in most other ways that a decent lighthouse should.

This little problem solved, and the wind having dropped, course was shaped to cross the bay under power to make entrance of the Cape Cod Canal. The few hours required to cross Cape Cod Bay were the most pleasant, until then, of the passage. The sea was flat and the sun hot. Opportunity was taken to dry bedding, mattresses, and clothes and to lay the foundations of the expected suntans.

THE *PICKLE* secured at Sandwich wharf, just inside the entrance to the Canal, at 1800 Friday, June 6. Greetings from the Coast Guard were accompanied by orders for Howie Oliver to return immediately to Halifax on duty. Fortunately, he was able to re-join the *Pickle* before the race. His loss from the crew would have been serious.

After topping up with water, fuel, and fresh provisions, advantage was taken of the hospitality of the U.S. Coast

Guard at Sandwich, for showers, and for some of the crew, beds for the night.

Mike Thompson, having carried out a short reconnaissance of the beach, offered to guide some of his shipmates ashore for some light entertainment. In good faith, his shipmates followed in his footsteps over some miles of sandy, moonlit, Cape Cod roads, being continually assured "Just over the next rise." Sure enough, after a while, just over the next rise, appeared the starting point—the Coast Guard station.

Refreshed by the previous evening's exercise, the crew was ready for an early start through the Canal. The *Pickle* slipped at 0530 to pass through the Cape Cod Canal into Buzzard's Bay, and thence through Rhode Island Sound into Newport Harbour.

The boat entered Newport Harbour secured to a buoy at the Ida Lewis Yacht Club, just in time to see the 12-metre yacht *Vim*, one of the potential defenders of the America Cup, return to her mooring from work-ups.

Contact was soon made with the USN, and arrangements made for the *Pickle* to shift to a berth at Goat Island Navy Yard. For the duration of the stay in Newport, the *Pickle* had a good berth alongside, comfortable billets ashore for the crew, and a great deal of assistance from the USN.

During the afternoon and evening of Sunday, the *Highland Light*, *Royono* and six smaller yawls from the Annapolis Naval Academy arrived, and secured near the *Pickle*.

The good berth was not occupied full time; replenishment in Newport was necessary, the sides were cleaned and painted; a full compass swing was carried out and, after the delivery of a new suit of sails, a day was spent at sea for sail drill.

During the passage from Halifax, the stalwart cook, John MacMillan, had decided that, by temperament, he was better suited to the salty breezes of the deck than to the propane breezes of the galley. Therefore, his resignation was accepted, and Bill Greenwood was "volunteered" into this vital position. He kept everyone strong and well fed during his term of office.



START DAY arrived all too soon. The *Pickle* reached the vicinity of the starting line at 1200, with an hour to spare for planning. There was a spanking westerly wind, which, by 1300, built up to 35 knots. The yachts were to start in four classes, each start separated by five minutes. As starting time for A Class drew nearer, the spectacle became more thrilling. Twenty-seven big boats were thrashing about in an area of less than half a square mile, all gun'ls under and all trying to strike the line at the gun. After half an hour of such manoeuvring, the afterguard, whose main strength lay in Howie Oliver, Ken Baker, Jim MacLeod and John MacMillan, knew they had had a full workout.

The *Pickle* crossed the line only 40 seconds late and in a good position. The wind began to drop, and all boats set spinnakers. From analysis of the weather charts, and for other considerations, the *Pickle's* plan was to point immediately somewhat to the southward of the rhumb-line course to Bermuda.

It became evident early in the race that the mates had agreed on a foul plot to ensure that neither of the normally exhausted occupants of the after cabin—skipper and navigator—should ever had more than 45 minutes uninterrupted rest. Apparently, neither mate could bear to stand an hour of his watch without stamping into the after cabin to seek the skipper's opinion of a proposed change of sail.

Possibly some of these interruptions were justifiable, for by noon on the 17th the boat had averaged better than seven knots, had sailed 505 miles—80 per cent of the distance to Bermuda—and was 25 miles to the southward of the rhumb-line, with the wind expected to back a most favourable position indeed. These calculations included an estimated loss of two hours due to a jammed spinnaker halyard, and a parted genoa halyard during the night of the 16th/17th.

The best laid plans of mice and men, etc. The wind did not back—it fell. During the next 24 hours, the boat made only 70 miles. The same conditions held until about 1600 Wednesday, the 18th. During this time, there were nearly always other yachts in sight—at one time, 17 of them. Another interesting sight during this time was that fine seaman Clifford Simmonds rectifying a defect in the rigging, while standing in the belly of the main in his bare feet.

At 1600 Wednesday, the wind came in from the southwest, and hardened rapidly. The *Pickle* was soon driving

through the big lop like a champion, and from this time to the finish, at half after midnight, she sailed beautifully.

North East Breaker Buoy was found to be in its proper position, dead ahead, and the remaining buoys were rapidly left to starboard.

CONDITIONS at the finish line closely resembled those at the start, except that it was pitch black, relieved by hundreds of searchlights, beacons, lighted buoys, and the lights of a few dozen other boats—all the Class B, C, and D, which had crept past in the light airs.

After crossing the line, the *Pickle* proceeded into St. George's under power, was welcomed by the RCN liaison officer, Lt.-Cdr. J. M. J. Burns, and anchored for the few hours remaining of the night. At this stage of the game, most of the crew could have slept folded over the main truck.

To ensure that nobody would fall into lazy habits, the anchor was weighed at 0615 Thursday, and the boat motored through the Narrows and South Channel to Hamilton, anchoring in the lee of White's Island at 1030.

Naturally, the question uppermost in everybody's mind was how the boat had placed. It was found that, in spite of having crossed the line only five hours after the first boat over, we had dropped to 22nd in class, and 97th overall, of 117 starters. In such manner do winds and handicaps work.

A consolation was beating the *Royono*, a 71-foot yawl from the U.S. Naval Academy, which had bet her U.S. Ensign against our Blue Ensign on the results of the race.

The five-day layover in Bermuda was most enjoyable. Many fine boats were visited, and new acquaintances made. The Royal Bermuda Yacht Club afforded every possible facility to crews of the visiting boats. The Bermuda highlight was the presentation of prizes, by the Governor, in the grounds of the Princess Hotel.

The *Pickle* departed Hamilton at 1015 Tuesday, June 24, sailed swiftly under genoa and mizzen through the South Channel and Narrows to St. George's,



and berthed on HMCS *Buckingham*, which was to be escort for the home-ward leg.

By departure time, 1430, the wind was quite strong, the boat, therefore, sailed under small genoa, single-reefed main and mizzen. Three hours later, having cleared the outlying reefs and settled down on the course for Halifax, the *Buckingham* clocked the *Pickle* at nine knots, and indeed seemed hard pressed to keep up. However, the wind dropped somewhat, the *Buckingham* slowly overhauled, and disappeared over the northern horizon to locate the *Fairwyn*, the other Halifax entry in the race, which had sailed from Bermuda the day before.

On the 700-odd mile run to Halifax, the boat was plagued by light airs and calms for much of the distance, as in the last two days of the race.

Events of interest during this leg were Ted Eisenor's performance again



of apparent miracles with the machinery (by the time the boat reached home, most of the crew were prepared to wager that he could build a new auxiliary power unit from an old boot and a tomato can), a swim in the Gulf Stream while becalmed, the sight of a school of monstrous basking sharks and the close passage under the bow of a small whale—estimated clearance, six inches.

Even though everyone knows that basking sharks have no appetite for man, there was no clamour for another swimming party while they were in sight.

After many hours under power, and after the suspicion had arisen that the *Pickle* possessed unlimited endurance even with no wind, Sambro Island Light was raised at 0045 Monday, June 30.

As is to be expected at this time of year, shortly after altering course to come up harbour, the boat entered pea-soup fog, and had to buoy-jump all the way to the first sight of land, Imperoyal. The *Pickle* secured alongside at *Shearwater* at 0540, after a total run of more than 2,000 miles during 16 days at sea.

The 12 gentlemen who disembarked were shaggy and weather-beaten, but well satisfied, and considerably wiser in the ways of the sea with a boat than they had been 30 days before.—W.C.W.



From John Bastock, of Kogarah, New South Wales, Australia, comes this picture of what he calls "The daddy of all destroyers". Perhaps he should have called it "The mummy of all destroyers", but, in any event it's the first British torpedo boat, HMS *Lightning*, later called *Torpedo Boat No. 1*. The picture shows her in 1877 during pre-commissioning trials. When she was fitted out she was armed with two of the new-fangled 14-inch Whitehead torpedoes, carried one on each side in the vicinity of the huge ventilating cowl on quick-release dropping gear. Twenty-two years later she was equipped with a single, 14-inch trainable torpedo tube which fired over the bows. The *Lightning* was built at Thornycroft's Chiswick yard and was launched in 1877. Length: 84 feet, six inches. Beam: 10 feet, nine inches. Draft: five feet. Displacement: 27 tons. Hull: Galvanized steel. Engine: 460 horsepower, steam. Coal: seven tons. Single screw, speed 19 knots. Complement: twelve. No guns. To counter the torpedo boat, the torpedo boat destroyer was designed, was herself equipped with torpedoes, became so generally useful that the "torpedo boat" prefix was dropped and she was called simply a "destroyer".

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS *Margaree*

"We were there" is the happy boast of the *Margaree*. The Royal Review, B.C. Centennial Celebrations and Navy Week formed the highlights of the summer's cruising. Vancouver, Nanaimo, Ladysmith, Ocean Falls, even Rennel Sound, threw open their gates to welcome officers and men ashore.

Sports played an important part in recreational entertainment, especially in Ocean Falls. Aside from the water skiing, enjoyed by some, beer barrel polo was the most popular attraction. The squadron accepted the challenge of the Ocean Falls fire department to a sudden death game in the town square. Fire hoses at full pressure were used to push a beer barrel over the opponent's goal line. Needless to say the whole idea was wet.

Everyone seemed very close to the water this season—witness the war canoe crew who swam the last quarter mile to the jetty during the regatta.

Perhaps the closest associate of King Neptune was Able Seaman Wood. During the rigging of the outline illumination in preparation for the Royal Fleet Review he tumbled from the boat into the drink with a box of lamps. As he was going down for the third time he was heard to gurgle: "Let go of me, Chief, and take the lamps. They're still dry." It looked like the Lady of the Lake passing the sword to King Arthur.

The fish ran for cover this summer and, although Cdr. J. E. Korning and CPO H. B. Neaves landed a couple of salmon, generally the catches ran to rock cod and dogfish.—W.B.W.

School of Music

A large scale Military Tattoo, a visit from the Band of HM Royal Marines, the Calgary Stampede and Her Royal Highness Princess Margaret's visit to Victoria were the highlights of a very full month of July in the busy summer schedule of the band of HMCS *Naden* under its bandmaster, Cd. Off. (SB) W. J. Gordon.

The Tattoo, held in Vancouver June 23 to July 1 found *Naden* bandmen renewing acquaintance with the bands of the Royal Canadian Engineers and Tactical Air Command RCAF. Completing



PO Richard Grant is shown receiving the Torpedo Anti-Submarine Proficiency Award from Cdr. William Bremner, officer-in-charge of HMC Torpedo Anti-Submarine School, Stadacona. The award is presented to the candidate obtaining the highest standard in the TAS1 qualifying course. PO Grant, whose five-month course ended June 20, has been drafted to the Iroquois. (HS-53380)

the spectacular and colourful display were the bands of the United States Marine Corps (San Francisco) and HM Royal Marines from Deal, England.

Preparation for the display was concentrated into one extremely busy week of rehearsals under the guidance of Brigadier A. G. L. MacLean, an officer with many years experience organizing Military Tattoos in England and Scotland. Music was under the direction of Lt.-Col. V. Dunn, of the Royal Marines, who was the senior musical director. Excellent progress was achieved and the presentation was splendidly received by over 100,000 people, earning great ovation and high praise for all concerned.

On returning to Victoria on July 2 the *Naden* band was host to the Marine band whose members were staying in *Naden* for a few days rest before flying back to England. A smoker was laid on and was honoured by the presence of Commodore H. V. W. Gross and Cdr. D. L. Macknight. This proved a most enjoyable evening, especially for the ex-Marines now serving in the RCN. Other arrangements included picnic, beach

and sightseeing parties (a bus was at the band's disposal each day); a soccer match and a game of softball, in which Lt. Col. Dunn's cricket experience held him in good stead and enabled him to hit a home run on the first pitch. Needless to say, the Marines won the soccer game and *Naden* band came out on top in the softball.

The Marines had high praise for their accommodation in Nelles Block. During their short stay a good many friends were made and it was agreed that it came to an end all too soon.

July 6 found the *Naden* band on the road again en route to Calgary where it took part in the Stampede Parade. Returning to Victoria on July 8 the bandmen plunged headlong into preparations for the Royal Visit. At this point there were as many as 160 musicians working out of the *Naden* band house. These included members of both the Engineers and the Air Force bands who were also in town for the Royal Visit.

Units of the visiting Navies began arriving on July 9 and with them came five more bands—the Navy band on

board HMCS *Ontario*, two U.S. Navy bands, a U.S. Marine band from San Diego and a Royal Marine band on board HMS *Newcastle*. Each had a part to play during the week-end of Princess Margaret's visit, and the job of co-ordinating this vast array of bandsmen fell upon Lt. (SB) S. Sunderland, officer-in-charge of the School of Music.

Climax of the month came Saturday, July 12, when, accompanied by the famed 100-man guard from *Naden*, the band met HRH the Princess Margaret as she landed at Patricia Bay airport for the start of the Royal Tour. For the next three days the band played a leading part in the various parades, ceremonies and social functions connected with her visit. Two of the more important events were the Lieutenant Governor's garden party and the State Dinner at Royal Roads.

Much to everyone's satisfaction there has been a steady flow of very favourable comments reaching the Bandhouse. It would appear that throughout this most important period the band has more than lived up to the good name it has earned in the past.—K.B.

Naval Technical School

Personnel of the engineering, electrical, ordnance and shipwright branches have moved into the newly-completed Naval Technical School at Esquimalt, to begin combined training under the direction of Ord. Cdr. G. B. MacLeod, assisted by Cdr. (E) W. C. Patterson, technical training; Lt.-Cdr. (E) A. L. Chandler, administration; Inst. Lt.-Cdr. D. P. Sabiston, planning, and Lt.-Cdr. (E) J. D. Newton, apprentices' training.

The school designed by McCarter, Mairne and Partners, architects and engineers of Vancouver, is built on a six-acre slope between Moresby House, the wrens' barracks on Esquimalt Road, and Lang Cove. It has a total floor area of 140,500 square feet and comprises two main buildings built on eight levels.

One building houses engineering, el-

OUCH!

Even the Navy has caught the paraphrase craze on the television "good guy" Paladin's famous slogan "Have gun. Will travel."

Ships of the Third Canadian Escort Squadron (Captain H. L. Quinn) carried out an anti-aircraft gunnery shoot September 9 on their way from Halifax to New York. Apparently it was a success, because a message to *Shearwater* to thank them for providing aircraft and sleeve targets ended exuberantly with:

"Have gunar. Will traverse."



Top men in the largest training class of new entry reserve seamen ever to be trained on the Great Lakes, Ordinary Seamen Fred Holland and John Wall, both of HMCS *Prevost*, London, Ontario, were presented with silver boson's calls by Lt.-Cdr. A. M. Hunter, executive officer at the Great Lakes Training Centre, Hamilton. The 54 men in the class were divided into two divisions. Ordinary Seamen Holland and Wall achieved the highest marks in their respective sections. They received their two weeks' training in HMCS *Sault Ste. Marie* on Lake Superior. (COND-4827)



A couple of westerners, AB Paul Robson and Ord. Sea. Jim Morrice, both of HMCS *Chippawa*, Winnipeg, were presented with silver boson's calls by Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions, for heading their classes at the Great Lakes Training Centre, Hamilton. They took their two weeks' initial sea training in HMCS *Portage* on Lake Huron. (COND-4840)

ectrical, ordnance and shipwright training facilities as well as the administrative staff; the other houses apprentices' training facilities.

The main contractor was J. A. Pol-

lard of Victoria, who began the construction in August 1956. The setting up of machinery, the installation of telephones and the furnishing of the rooms, etc., are still in progress.

The school is part of *Naden* and RCN trainees including apprentices are billeted in Nelles Block.

The Naval Technical School is the first attempt in the RCN to provide combined technical training. It is one more step toward the concept of utilization of common facilities whenever possible.

ATLANTIC COMMAND

HMCS *Restigouche*

Recently, the *Restigouche* completed an operational visit to the USN submarine base at New London, Conn. The time alongside was only too short but it did afford time for the usual visits to the ship's service store for the souvenir and gift hunters and an opportunity to enjoy the wonderful American hospitality.

The USN authorities were most impressed with the general lay-out, equipment and capabilities of the new ship, and were lavish in adjectives in describing her smartness and clean-cut design. While proceeding up harbour to the submarine base the ship's company had a splendid view of the latest nuclear-powered submarine, *Triton*, which was on the slips of the builders, the Electric Boat Company, and ready for launching. The immense size of this boat brought the realization of how big a task one faces in an anti-submarine navy.

On leaving New London an anti-aircraft shoot was carried out and it was rewarding to see the drogue brought down on the second burst from the 3-inch 70.

During a few days in Halifax the ship was visited by the assistant editor of the magazine *Popular Mechanics* who had heard in Chicago that "the Canadians had the hottest thing in anti-submarine ships" so had obtained permission to write an article. An increase in sales of the magazine can be expected shortly!

The ship's company was looking forward to the more extensive cruise in the Caribbean area, involving further trials and evaluations of new equipment and systems, following which the ship will join her squadron for operational service.

Leadership School

Friday, August 22, saw the departure of the sixth and final class of UNTD cadets on successful conclusion of the summer cadet training program in the Leadership School at *Cornwallis*.

From early May through August 209 UNTD cadets in six classes completed their two-week divisional course in the

school, as required by their first year syllabus. This is the first year the UNTDs have been trained in *Cornwallis*, the divisional course being previously offered in *Stadacona*. However, it was felt that this type of training could be better carried out in "The cradle of the Navy" where divisional work is such a prominent feature.

The experiment has undoubtedly proved to be an outstanding success, if the opinion of the cadets can be used as a yardstick. Their comments on completion of the course were without exception favourable. The chief attractions were the atmosphere of training which pervades *Cornwallis* and the absence of outside distractions.

In addition to the reserve program, a three-week divisional course was

held in August for preparatory year ROTP cadets. After completing a two-week course in seamanship at *Cornwallis*, followed by two weeks practical application at sea in the *Buckingham*, 27 of the young men returned to *Cornwallis* and the Leadership School to complete their first year of summer training. The course included instruction in leadership, divisional work, parade training, general naval knowledge, and physical training.

August also saw several changes in staff. Lt.-Cdr. J. F. Mackintosh, returned from Cardiff, Wales, where he has been managing the Canadian boxing entry to the Empire and Commonwealth Games.

Lt. L. Forrest, who had been acting as course officer for cadets during the

SEA CADET SUMMER

THE END of the summer holidays, 1958, will be remembered by some 4,000 young men of the Royal Canadian Sea Cadets from all over Canada as marking the conclusion of the most flourishing training season they have ever experienced.

On both coasts and in other parts of the land and at sea the lads who wear the navy uniform with the RCSCC tally on their caps participated in a variety of events and received sound and interesting training.

Described by TCA officials as the largest airlift ever undertaken by a commercial airlift in Canada, 2,000 cadets were flown from Ontario and Quebec to HMCS *Acadia*, Sydney, N.S., their training camp on the East Coast, for two months of naval life. *Acadia*, commanded by Lt.-Cdr. D. S. Menzies, RCN, and staffed by RCN and RCSCC officers, provided the youngsters with a curriculum of basic naval training leavened with a solid program of sports and recreation.

On the West Coast, 1,000 Sea Cadets flocked to HMCS *Quadra*, Comox, B.C., where a similar program was given under the command of Lt.-Cdr. D. H. Tye, RCN.

In addition to the general training scheme, 452 cadets received a seven-week trades training course during which they could actually qualify to RCN standards in various naval trades.

Sea cruises gave 236 Sea Cadets an exciting opportunity to learn and train with the fleet. Sailing from both coasts in such ships as the *Ontario*, *Algonquin* and *Wallaceburg*, the cadets voyaged to Hudson Straits in the Atlantic and to Hawaii, Fiji, Australia and New Zealand in the Pacific. Sea Cadets

from Toronto and Niagara Peninsula area joined with new entry seamen of the RCN(R) on many of the Great Lakes cruises in the *Sault Ste. Marie* and *Portage*, where they visited American and Canadian lake ports.

Two bands of the RCSCC received special training and participated in naval command functions and ceremonies. The RCSCC *New Waterford* band from New Waterford, N.S., spent the summer at HMCS *Stadacona*, while the band of RCSCC *John Travis Cornwall*, VC, Winnipeg, trained for two months at Hamilton, where they performed at COND and Great Lakes Training ceremonies.

The visit of HRH the Princess Margaret saw hundreds of Sea Cadets turning out to line the streets along the royal way, and on August 10, at Halifax, Princess Margaret presented the Duke of Edinburgh Trophy to the rifle team from RCSCC *Westmount*, Sydney, N.S.

Another ceremony to which sea cadets were invited was the commissioning of HMCS *Restigouche* at Canadian Vickers, Montreal. Six cadets from RCSCC *Restigouche*, Campbellton, N.B., travelled to Montreal to join with cadets from the Montreal area in witnessing the commissioning.

The whole Sea Cadet training program was co-ordinated by the Commanding Officer Naval Divisions and was under the direction of Cdr. G. J. Manson, command sea cadet officer. In describing 1958 as "the biggest year, yet," Cdr. Manson paid tribute to all the officers and men of both the Navy and the Sea Cadets who worked to make the effort and the accomplishment so successful.

summer months left to take up his appointment in HMCS *Resolute*.

PO G. A. Broster assumed the duties of course instructor for petty officers' classes and PO G. T. Wallace relieved CPO H. Dowle as officers' class and gunnery instructor, P.R.H.

HMCS Cornwallis

August 10, 1958, is a day long to be remembered by all members of HMCS *Cornwallis*. Her Royal Highness the Princess Margaret arrived in *Cornwallis* from a reception in Digby in the evening of the 9th and stayed overnight in her royal carriage on the siding in *Cornwallis*.

On Sunday morning Her Royal Highness took a motor tour around the base. A special thrill for the children occurred when the Princess waved to a group of Brownies lining the edge of the parade square.

At 1100 Her Royal Highness left *Cornwallis* to continue her tour through Nova Scotia before flying back to England.

HMC Electrical School

CPO D. M. Bishop led those qualifying for promotion to chief petty officer, first class, in an electrical technician qualifying class completing in June at the Electrical School. PO H. B. Grant, also in the trade group four course, qualified for promotion to CPO, second class. In a similar class for radio technicians, CPO J. F. Dykes won top honours for those trying for CPO 1st class and PO J. E. Riva had best marks for those advancing to C2.

Classes for radio technicians (air) were also completed in June, nine men qualifying as P2RA4 with PO W. J. McDermott obtaining highest marks. At the trade group two level, AB A. H. Neil headed a class of four.

In May, PO C. L. Fauteaux led eight EA4 graduates and PO F. M. Taylor had highest marks of five men qualifying as detection specialists. PO E. R. Porter topped three other graduating fitters and PO R. B. Norris became a fire control specialist.

At the trade group II-III level, AB B. C. Loughman was first of five fire control grads, AB W. L. Wavryk headed eight other detection specialists and AB A. R. Martin was head of a fitter course.

NAVAL DIVISIONS

HMCS Hunter

Windsor's chief inter-service social event of the year, the annual Armistice Day dinner and dance on November 7 will have as its host this year HMCS *Hunter*, the Windsor naval division and

the division has been further honoured by having CPO Keri Lewis, RCN(R), appointed as chairman. The appointment was made by the entire district garrison, which includes units in Windsor, Chatham, and Detroit, Michigan. In previous years the chair has been occupied by regimental sergeant majors.

Participating units are *Hunter*, the Essex and Kent Scottish, the Windsor Regiment, RCEMEs, Windsor, and RCAF, Windsor, with representation from the National Guard, Detroit. Commanding officers of *Provost*, the London naval division, and *Star*, Hamilton, have been invited to attend, along with the commanders of the units mentioned. Non-commissioned officers of all the units will be present, as will a number of retired officers, headed by Rear-Admiral Walter Hose.

Because of the expected attendance figure 600, the dinner and dance will be held in the Caboto Hall, Windsor.

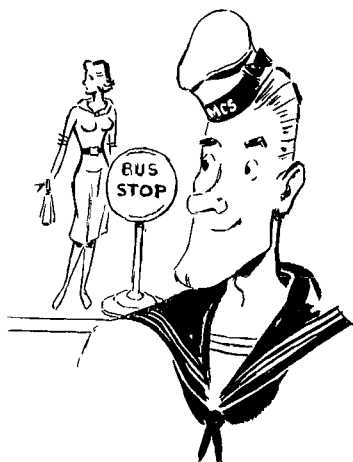
The host committee includes CPO Lewis, Petty Officers Cyril Hranka and E. W. J. Griffith and two senior NCOs representing the Army and RCAF.

HMCS Tecumseh

On the evening of September 5, a dinner was held in the drill deck at *Tecumseh*, the Calgary naval division, in honour of CPO V. Dovey on his retirement from the Royal Canadian Navy.

At the conclusion of the dinner a presentation was made by CPO William Hibbert, mess president to CPO Dovey of a gold watch on behalf of the officers, ship's staff and members of the chief and petty officers' mess.

After the presentation Cdr. G. K. Whynot spoke his appreciation of the efficient way in which CPO Dovey had carried out his duties during his term of service in *Tecumseh*. CPO Dovey replied.



HMCS York

An impressive change of command ceremony took place at HMCS *York*, Toronto naval division, on Wednesday, July 2, when Captain John Goodchild took over command from Captain Leonard D. Stupart.

Members of the ships' company were drawn up as for ceremonial divisions on the drill deck and were inspected by Captain Stupart. This was followed by a march past with *York's* band leading and Captain Stupart taking the salute. The retiring captain expressed his thanks for the support he had received from the ships company and said that he would be looking forward to returning as a visitor. Captain Goodchild was then given command and he expressed regret that Captain Stupart had found it necessary to retire. Captain Goodchild also said his main aim for the ship was that improvement be continued until HMCS *York* was the best naval division in Canada.

Captain Goodchild has spent his entire naval career in the Supply Branch. With few exceptions, commanding officers have in the past been appointed from the executive branch of the Navy.

Captain Stupart was *York's* commanding officer from July 8, 1955, and while in command the ship won the top honours with Winnipeg in 1956 as the most efficient naval division in Canada, and was runner-up in 1957 and 1958. The Efficiency Trophy is awarded each year to one of the 21 naval divisions across the country.

Captain Stupart joined the RCNVR in 1940 and was transferred immediately for service with the Royal Navy, serving in the anti-aircraft guard for merchant shipping until January 1941. He was then appointed first lieutenant of HMS *Hollyhock*, a "Flower" class corvette and was later in command of an LST.

Captain Goodchild joined the RCNVR in April 1941 as a probationary writer in Ottawa and after taking a writer's course was commissioned in 1942. He had several appointments and was supply officer of HMCS *Montreal* (frigate) when war ended.

While on the retired list of the Navy, he obtained a law degree and is now a practising lawyer and a partner of a legal firm in Toronto. Captain Goodchild rejoined the Navy as a reservist in 1951, was appointed a Reserve supply officer at *York* in 1952 and was promoted to commander in 1954. His present promotion to captain came as he took command of *York*.

HERE AND THERE IN THE RCN



Captain C. P. Nixon, RCN, Assistant Chief of Staff, Personnel and Administration, on the SACLANT staff at Norfolk, Virginia, presents the Canadian Red Ensign to the U.S. Marine colour guard for hoisting with the flags of other NATO nations on July 1—Canada's 91st birthday. With Captain Nixon is Vice-Admiral L. S. Sabin, USN, Chief of Staff and Aide to SACLANT. (Official SACLANT photo.)



The wrens from HMCS York were adjudged to be the smartest unit in the annual Garrison Church Parade in Toronto this summer. That is why you see Sub-Lt. Jane Weld receiving a plaque, donated by the Toronto Sergeants' Association, from Sergeant Major Geddes. (COND-4795)



Two hundred youngsters attending the annual YMCA summer camp in Halifax got a taste of sea life as guests of the Navy on a two-hour tour of the harbour approaches. Arthur N. Grace, skipper of the harbour craft, gives a few pointers to young David Griffith, as Bruce Finlay awaits his turn. (HS-53553)



Civilian shipwright apprentice C. A. Noseworthy receives graduation diploma and special prize as class leader from Commodore John MacGillivray, Commodore Superintendent Atlantic Coast, during graduation ceremonies at HMC Dockyard. Looking on are R. Cochrane, director of apprentices, Provincial Department of Labour, and J. J. Breen, assistant superintendent administration, COM-SUPLANT. (HS-53220)

WHY HITLER CALLED OFF INVASION

THERE WERE two main factors that caused the Germans in 1940 to abandon Operation Sealion, the planned invasion of Britain, and neither of these was the Royal Air Force. That is the thesis offered in "The Silent Victory", by Duncan Grinnel-Milne. A former RAF officer, Grinnel-Milne devotes himself, in this book, to shooting down a high-flying sacred cow which, according to his line of argument, was inflated out of all proportion.

The first and foremost factor, says the author, was the Royal Navy. The second was the stubborn determination of the British people.

Drawing heavily from the German naval archives, Mr. Grinnel-Milne describes in some details the plans and build-up for Operation Sealion. Made giddy by the success of the campaigns, from Warsaw through to Paris, the German High Command, in general, at first looked on invasion of Britain as an easy operation. But as the glow of victory began to wear off and the naval staff took a more studied look at the situation, the prospects did not look so promising.

A prerequisite was control of the stretch of the English Channel across which it was planned to mount and support the attack. The Luftwaffe by weight of numbers, had established sufficient superiority over the RAF to assure reasonable control of the air above, but some way had to be found to prevent the Royal Navy's surface forces from falling on and annihilating the invasion force's transports and barges. Germany did not have the ships for the job, so it was decided to rely on coastal batteries of heavy guns and thick minefields on either flank. But the big guns proved relatively ineffectual and mine barriers were uncertain shields, to say the least.

The position of Grand-Admiral Raeder, Commander-in-Chief of the German Navy, was most difficult. On the one hand he had to obey orders and see that the navy carried out its assigned share of the Sealion preparations; on the other hand, convinced the venture could only end in disaster, he somehow had to persuade Hitler at least to postpone it.

It was Raeder's hope, and Goering's promise, that a cross-channel attack would become unnecessary. Harking back to Warsaw and Rotterdam, they

BOOKS for the SAILOR

foresaw the concentrated night bombing raids on London, and other cities, bringing a disintegration of the British will to resist and a public outcry for a quick surrender. Instead of an invasion force, the Sealion transports would take to Britain a victorious occupation army.

But British morale did not break, and while the people on the home front grimly stuck it out, the Royal Navy not only stood guard in the narrow seas, but boldly struck at the invasion ports.

S-Day was set for September 20-21. On September 14, Hitler ordered a postponement, with the 27th the indicated date. On the 17th he postponed Sealion indefinitely, and on October 11 Hitler called off the invasion plan.—R.C.H.

THE SILENT VICTORY, by Duncan Grinnel-Milne; British Book Service (Canada) Ltd., Kingswood House, 1068 Broadview Ave., Toronto 6; 206 pages; price \$4.50.

DUEL AT SEA 150 YEARS AGO

THAT TENSE STORY of a duel between a destroyer and a U-boat, "The Enemy Below," by D. A. Rayner has been followed by another suspense-filled yarn of the sea by the same author, almost a sequel except that it concerns a single-ship action 150 years ago.

"The Long Fight" is based on an historical happening—the meeting of two desperate enemies in the Indian Ocean in the year 1808. The antagonists were the British frigate *San Fiorenzo*, old, storm-damaged and undermanned by reason of sickness, and the French frigate *Piemontaise*, which should have been able to outsail the British ship, but which had been too long at sea and had become sluggish and hard to manage.

The *San Fiorenzo* was custodian of three India merchantmen, homeward bound for England. On the raider *Piemontaise* rested the hopes of the starving colony of Mauritius (then known as Ile de France).

The enemies met off the coast of Ceylon, just as the *Piemontaise* thought she had three unprotected merchantmen within her grasp. The sails of the *San Fiorenzo* appeared on the horizon and the stage was set for a bitter fight that went on day and night for three days. In the end, the ingenuity of the British captain and his men's stubborn will to win decided the fight, at heavy cost.

Diagrams and descriptive passages present a detailed study of the manoeuvres and decisions involved in a single-ship action in the days of sail.

—C.

THE LONG FIGHT, by D. A. Rayner; published in Canada by Collins, 10 Dyas Road, Don Mills, Ont.; 256 pages; \$3.00.

SHARKS AND LITTLE FISH

ONE OF THE MAIN features which elevates Wolfgang Ott's novel "Sharks and Little Fish", above many other novels written about U-boats and the war at sea generally, is the authentic transference of the author's reactions to submarine warfare, as it affected U-boat crews, to the pages of this, his first book.

It is written in part with a pen which casts many blots of vulgarity on its pages. Instead of detracting from the basic material, however, this style is appropriate to a book which has one main object—to describe the innermost feelings of a section of humanity rubbed raw by doubt, fear and the ever-present image of death. While it will undoubtedly have a special appeal to those interested in the submarine phases of naval warfare, because its conception and style alone are refreshing, if brutally frank at times, every reader will find much to interest him within its pages.

Author Ott was barely 17 when he was called into the naval service. He served, initially, as a seaman on a minesweeper and, later, as an officer in a submarine. It is this background which he inscribes on the pages of his novel, in which the central character, Teichmann, relives the experiences which, it is presumed, the author himself experienced and which he so dramatically describes.

The author has taken a long look at war and his novel is an indictment of it. Focussing only on its end result, the destruction of man by man, he does not allow his vision to be clouded by the spectres of glory or righteousness which, in other books dealing with the wartime operations of the Kriegsmarine, frequently make their appearance as the psychological scapegoats for the not infrequent cold-blooded destruction perpetrated by the undersea killer.

War at sea is brutal but it can also be looked upon as a business transaction, author Ott explains in one part of his book where he describes Teichmann during a depth-charge attack on his U-boat:

"The men up there on the surface were hunters with spyglasses, pursuing a blind deer. They needed only to

stand by and wait. All this passed through Teichmann's head as he sat in panic fear on the deck plates of the control room, waiting for the bombs. And then came hate. There was nothing he could do to dispel it. It was a loathsome animal that sat down beside him and grew steadily bigger. He didn't want it. He was a sailor and a fighting man; he had never hated the enemy. No one on board ever expressed the feelings of hatred.

"They were sailors and those men up above were sailors, and if they had to kill they did a good professional job of it, because it was their trade."

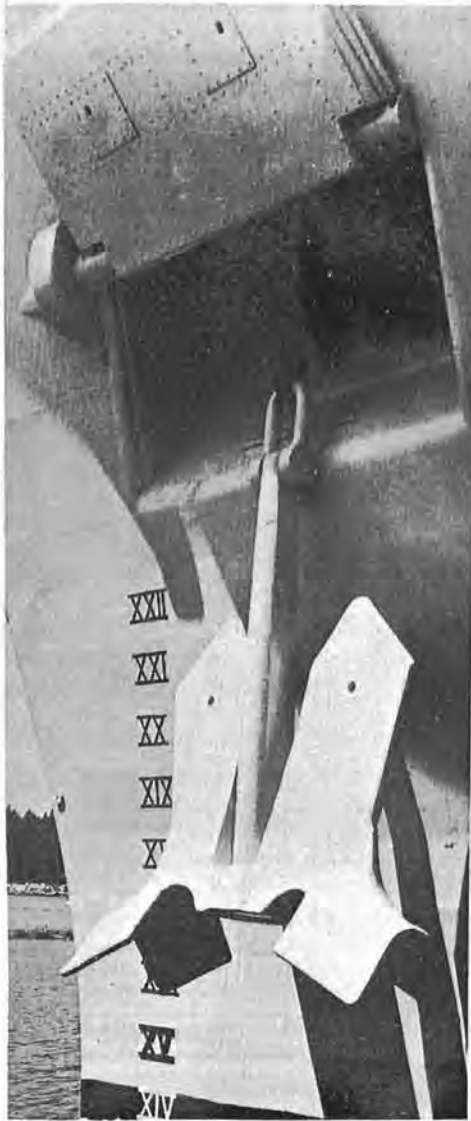
He goes on later to describe the same men in a subsequent attack: "The nerves of some of the crew were shattered. The machinists were in the worst

state. They jumped at the slightest unexpected sound, swore at each other, wept hysterically, and made mistakes in performing the simplest operations. Their condition showed in their eyes, which protruded enormously, and their pupils flickered restlessly like candles in the wind."

To those who fought in the Battle of the Atlantic, this book may supply certain answers to some of the questions which, in the silence of long, sleepless nights, they must have pondered.

To everyone, the title will surely provoke one thought: which were the sharks, and which were the fishes?—A.C.T.

SHARKS AND LITTLE FISH, by Wolfgang Ott, published in Canada by McClelland and Stewart Ltd., Toronto; 432 pages; \$5.50.



Among new features of the Royal Canadian Navy's new anti-submarine destroyer-escorts is the method by which the ships' anchors are housed within the hulls. These sequence pictures, of the bow of HMCS Margaree at Esquimalt, show how an anchor is hoisted and housed within the bow of the warship. The entire automatic operation takes only a few minutes. (E-445631)

THE NAVY PLAYS

CNS is Canada's Top Senior Golfer

Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, defeated more than 200 entries in 36 holes of medal play to capture the Canadian Seniors Golf Championship. The week-long tournament was played at the Royal Ottawa and Rivermead Golf Clubs in South Hull, Quebec.

Playing in his first Seniors competition with a ten handicap, Admiral DeWolf won his first title and the Shaughnessy Cup with a total of 154.

He also helped take the team prize for the Royal Ottawa for the four lowest nets for any one club in 36 holes. His score was 134 out of the 571 total.

With the title, in addition to the cup, goes a berth on the Canadian team for the matches against the United States.

In the first day of play he hung up a three-over-par 75 at the Rivermead, sharing the lead with Hugh Jacques, of Beaconfield. In the next play he led the field by three strokes with a 79 at the Royal Ottawa.

Admiral DeWolf also tied with two others with a 75 for the best 18-hole gross but since any one contestant can take only one prize he was ineligible.

RCN Hands Two Defeats to Cruiser

A Halifax navy soccer team defeated a representative team from the Italian cruiser *Montecuccoli* twice during the visit of the cruiser to Halifax.

The RCN took the first game 4-2. The second game 3-1, was scoreless in the first half and Knox opened it in the second half with a hot drive. Detwiler increased the lead with a penalty kick and Wheaton completed the Canadian scoring when he broke through the Italian defence. The visitors scored their lone goal with a beautiful 15-yard drive from the boot of Passante.

RCN's left back, Collier, made two kicks just less than half the length of the field and each one hit the crossbar.

Armdale Club Wins Regatta

Armdale Yacht Club, for the third straight year, won the Royal Canadian Navy Sailing Association Trophy regatta during a week-end of racing at the



CPO Pat Moffat, of Belmont Park, (left) and his civilian friend Ken Jackson, of Victoria, weren't expecting anything like this when they dangled an eight-pound test line in only four feet of water in Esquimalt Lagoon on July 23. The 110-pound skate put up a real fight, but was landed with the help of a strong gaff. (E-46233)

Armdale Yacht Club. Five teams competed: RCNSA (Halifax Squadron), Royal Nova Scotia Yacht Squadron, Halifax Garrison Sailing Association, Bedford Basin Yacht Club, and the Armdale Yacht Club.

Five classes of boats, Roue 20, Blue-nose, Handicap, Snipe and dinghy, raced on a Saturday, and the RCNSA Trophy regatta was run off on Sunday.

Armdale totalled 5,860 points, BBYC—5,721, RCNSA—4,894, Halifax Garrison—4,699, and RNSYS—1,024.

Beacon Hill Takes Trophy

The frigate *Beacon Hill* scored an unprecedented series of victories in the annual Pacific Command Fleet Regatta to take the Cock-o'-the-Fleet Trophy, the High Aggregate Trophy with 103,504 points, and no less than eight other trophies.

In sailing, the *Beacon Hill* took both the cutter and whaler races, while the *Fraser* captured the dinghy race and RCAF Station, Comox, won with sailorettes.

In whaler pulling, the *Beacon Hill* was awarded the engineroom leading seamen and below; wardroom officers' half-mile; seaman leading seamen and below; miscellaneous, and chief and petty officers' half-mile. They also took the war canoe race.

HMCS *Naden* took the young seamen's whaler; boys' and Sea Cadets' whaler half-mile; junior officers' whaler and veterans' half-mile, while the *New Glasgow* pulled ahead in the supply leading seamen and below and the *Fraser* took the open whaler. HMCS *Ontario* was awarded the best-dressed war canoe prize.

The standings were as follows:

1 <i>Beacon Hill</i>	9 <i>Caminron II</i>
2 <i>Fraser</i>	10 <i>Margaree</i>
3 <i>New Glasgow</i>	11 <i>Cayuga</i>
4 <i>Ontario</i>	12 <i>Jonquiere</i>
5 <i>Stettler</i>	13 UNTD's
6 <i>Naden</i>	14 <i>Canflagpac</i>
7 <i>Skeena</i>	15 <i>Comsuptpac</i>
8 <i>Crescent</i>	16 <i>Sea Cadets</i>

The two-day program of sailing and pulling events, in which nearly 940 naval personnel participated, concluded with the presentation of awards by Rear-Admiral H. S. Rayner, FOPC, on the quarterdeck of the *Ontario*.

Submariners Win Soccer Title

In a deciding game for the Maritime Soccer Championships, the Sixth Submarine Squadron took the crown 3-1 from a Summerside, P.E.I., squad.

The submariners now advance to the Eastern Canada semi-finals.

During the game the Squadron, just returned from a five-day training cruise, showed no sign of fatigue.

They held a wide offensive margin and when they showed signs of lagging the goalie rose to the occasion.

Electrical School Keeps Sports Lead

The Electrical School retained *Stad-acona's* Cock-o'-the-Barracks for the winter term, thus winning it for the fourth consecutive time. To keep the trophy, the electricals ran up 4,320 points while their closest rival, TAS School, obtained 4,050.

A later success, on June 26, was the winning of the interpart track and field meet where Electrical School gained 37 points, trailed by Supply with 33.

The track triumph was a feather in the cap of the new sports officer of the school, Lt. (L) Pat Barnhouse, who appears to be easily following in the wake of his predecessor, Lt. (L) John Allan.

Supply Depot Ladies Top League

Naval Supply Depot took first place in the Tri-Service Ladies' Softball League when it triumphed 17-6 over RCASC in Halifax. Previously the depot had been running neck and neck with Beaverbank for the top slot.

Navy Softball Team in Finals

In the Big Six Softball League at Regina, Navy and Telephones swept the field in the best-of-three semi-finals to meet in the best-of-five finals.

Wren's Defeat Army Team

Stadacona Wrens scraped out an 18-17 victory over Eastern Command Army in the Tri-Service Ladies' Softball League in July.

The Wrens out-hit their rivals 28-25.

Player Picks Up 'Pianola' Hand

During July, while the *Algonquin* was visiting Canadian gulf ports, considerable off-watch time was devoted by the ship's bridge enthusiasts to improving their game.

For one such rubber, PO D. J. Dunn and PO R. P. Campbell paired off against PO C. L. Walker and PO G. H. Rushton for a game that resulted in a memorable experience for Dunn when he held a hand that gave him no trouble at all in bidding and making seven spades.

A layout of the hand, dealt by Walker, follows:

	RUSHTON (no points)
CAMPBELL	DUNN
S: J x x	S: A K Q 10 x x x
H: A Q J	H: K x
D: A J x x	D: x
C: x x x	C: A K Q
	WALKER
	S: x x
	H: x x x x
	D: K Q x x
	C: J x x

PO Walker opened with a pass, Campbell followed with one heart, Rushton passed and Dunn, following the Blackwood convention, bid four-no-trump. Again Walker passed, Campbell answered with five hearts, Rushton passed and Dunn closed the bidding with seven spades. The stage was set.

Walker led a diamond and Dunn laid down his cards—a perfect hand.

(Kibitzer's voice in the background: "Look here, Petty Officer Dunn, if you had stayed in no trump you could have picked up another ten points.")

Army Downs Navy For Softball Title

In softball Army Headquarters, B.C. Area, defeated *Naden* Wardroom 4-3 to capture the "coveted" Bucket Trophy.

The Army also took top honors at the Tri-Service Track and Field Meet held at Chilliwack, B.C. Air Force placed second and Navy trailed the field.

Ordnance Team Represents *Naden*

Naden will be represented in the Pacific Command Softball Championships by the Ordnance School. Ordnance topped a field of 11 teams in three weeks of play to win the honour. In addition they won the monthly Make and Mend for August with 24 points.

16 YEARS ON BOTTOM SUB RAISED AT MALTA

SIXTEEN YEARS after she was sunk in an air raid in Lazaretto Creek, Malta, HM Submarine *P36* has been brought to the surface. The work of raising her 650-ton hull, which lay on a narrow shelf between 70 and 80 feet beneath the surface, has been under the supervision of P. F. Flett, OBE, Senior Salvage Officer in Malta, who was responsible for clearing the wrecks left by the Egyptians in the Port Said approaches of the Suez Canal in 1956.

The possibility of salvaging the *P36* was investigated soon after her loss in April 1942 but it was then realized that this would be a full-scale operation, which was impossible at that time. For many years afterwards her position was marked by a faint slick of diesel oil escaping from her fuel tanks and an occasional stream of air bubbles.

The raising of the submarine has been accomplished with the aid of special lifting craft, which normally use the ebb and flow of the tide to assist their task. With the absence of any tidal movement in the Mediterranean, however, the lift of the *P36* was brought about by the taking on and discharge of ballast by the two craft.

Work started at the beginning of July with the wreck slung in a cradle of heavy wires between two lifting craft and by the end of that month nineteen separate lifts had been undertaken in the course of the operation. She is now on the surface.

It was in January 1942 that the *P36* joined the 10th Submarine Flotilla, a month or so after her completion at Vickers Armstrongs Ltd., Barrow-in-Furness. Under the command of Lt. H. N. Edmonds, RN, she carried out patrols during January, February and March. On one of these she damaged an Italian destroyer, one of several escorting two cruisers south of the Messina Straits. In the subsequent counter-attack, the company of the *P36*

counted 225 depth charges exploding around her. On April 1, 1942, she was lying at her berth close to the Lazaretto, during one of the heavy air raids of that time, when a bomb falling nearby holed her ballast tanks and hull in many places. As the crew had been ordered to take shelter ashore there were fortunately no casualties.

Every effort was made to try to keep her afloat and wires were even passed to the piers of the Lazaretto arches to stop her from heeling over, but they had to be cut when it was seen that the weight of the submarine would cause the arches to collapse. It was then that the *P36's* commanding officer, Lt. Edmonds, was heard to say that it was bad enough losing one submarine without being sued for destroying an ancient monument as well. Shortly after the wires were removed the *P36* rolled over and sank.—*Admiralty News Summary*.

Sailors Stand Fast Despite Hot Buzz

Naval discipline was sorely tried during the royal ceremonies at Digby during the visit of Her Royal Highness the Princess Margaret but the stalwart sons of the "silent service" upheld their old tradition, the *Halifax Chronicle-Herald* reported on August 11.

"When Princess Margaret planted a tree at the Admiral Digby well, a detachment of sailors from HMCS *Cornwallis* was set to ring the area," the story continued.

"Suddenly a situation for which their training had not prepared them occurred. But in spite of what must have been extreme consternation, discipline was maintained and only a wild waving of a few heads betrayed the urge to get as far away as possible.

"What happened? Some of the sailors had stepped into a bees' nest — and the bees didn't like it a bit, buzzing angrily about to prove their displeasure."

BATTLESHIP MYSTERY

Dear Sir:

Since I have been a regular subscriber to *The Crowsnest* for some years I have had the pleasure of reading many articles on naval questions, for which I thank you. The item which has caused this letter is Naval Lore Corner No. 54 in the issue for December 1957.

First, about the German "Friedrich der Grosse" Class, a peculiar feature was that they were to have been diesel driven, the biggest ships ever to have been constructed in that way. They were to have 12 MAN—9-cylinder double-acting motors, totally developing 165,000 SHP. That means that the Germans must have done some very fine research in the field, since I have found no warships bigger than a frigate of about 1,500 tons diesel driven in any other navy (except for auxiliaries). They were planned to have quite a large radius of action, about 16,000 nautical miles at 19 knots, compared with 9,000 miles at 20 knots for the U.S. Iowa class. One other interesting thing about those ships are their names. According to Mr. Erich Groener's book "Die Schiffe der Deutschen Kriegsmarine und Luftwaffe 1939-45", the names *Grossdeutschland* and *Friedrich der Gross* were only imaginary. It would be interesting to hear your opinion about the question.

Now to another country, Russia. Some years ago in 1952-1954, there were a lot of articles in many newspapers, both in Sweden and other European countries, about Russian battleship construction. Below you will find a list of data, compiled from different sources about those "presumed Dreadnoughts".

(1) *Sovietskaya Bjelorussia*: Built at Nikolajev, 52,500 tons; dimensions 275 x 370 x 11.0 meters; speed 30 knots at 165,000 SHP; guns (in millimetres, 6-406; 20-130 DP; 65-45 AA or 435 AA; three planes with one catapult; two rocket launchers were also said to be included in the armament; armour (in MM) Deck 170, waterline 400, big gun barrels 365, CT 390 mm.

(2) *Sovietskij Soyuz, Strana Sovietov*: Both built at Leningrad, and *Sovietskaya Bjelorussia*, *Sovietskaya Ukraina*, (both at Nikolajco); 42,000-45,000 tons; Dim 785 x 115 x 36 feet; 364,000 SHP (that figure must be wrong, 164,000 SHP seems more probable); guns (in MM): 6 or 9-406; 24-130 DP; 24-45 AA; 40-37 AA or 20 AA; 6-533 tubes (submerged); some of these ships

said to have big rocket launchers instead of "B" turret; armour: (in MM); Deck H, waterline 457-280 MM.

(3) *Sovietskij Soyuz (ex-Tretij International)*, *Stalinskaya Konstituija, Strana Sovietov* (all three at Leningrad); *Sovietskaya Bjelorussia* and *Krasnaya Besarabia* (two at Nikolaiev). This group of ships is credited with two groups of data:

1st—35,000 tons; dim. 859½ x 131¼ x 323¼ feet; no information about speed and SHP is available; guns: (in MM) 6 Or 9-406; 20-130 DP; unknown number of 45 AA or 37 AA.

NIobe'S FIRST RECRUIT DIES

Dear Sir:

It is with regret that I advise you of the death of my father, Charles R. Hall, veteran of the Royal Navy and of the Royal Canadian Navy. His death occurred in Richmond, California, on the 19th of July, at the age of 89 years.

I have in a previous letter given you an outline of his services in both navies, and in the Royal Canadian Navy he was among the first to offer his services when it was formed in 1910. He was the first man to join the old cruiser *Niobe* on the 26th day of July 1910, exactly 48 years ago. At the time he offered his services the ship had been placed in drydock and was in the hands of the dockyard workers. His first duty was to recruit the ship's company.

Dad joined the Royal Navy on the 31st day of December 1884, and on the 6th of January 1885 was posted to the old training ship *Boscawan*. He was retired on pension on February 14, 1909.

After the arrival of the *Niobe* at Halifax, N.S., he joined the newly established Royal Naval College of Canada, which opened in January 1911, remaining on the staff until it closed down in 1922 at Esquimalt, B.C.

Since 1925 he has been residing in California, and his funeral was conducted under the auspices of the Masonic Order, of which he had been a member for 56 years.

The above information may be of interest to other old timers of the Navy, who may remember my father.

Yours truly,

FRANK HALL

255 Arnot Ave.,
Victoria, B.C.

2nd—35,000-37,000 tons; dim. 792¾ x 119 x 29½ feet; 264,000 SHP; no information about speed given; guns (in MM): 6 or 9-381 or 406, 12-130; 12-100 AA; 65-45 AA; no information about armour.

In addition to all data mentioned above I can refer to following quotation from an article, which appeared in the "Sveriges Flotta":

When *Nikolaiev* was occupied by the German Forces in 1942, they found one battleship and one heavy cruiser on the building slips. The battleship was completed (up to the launching stage) by the Germans and subsequently launched late in 1943. Shortly afterwards it was towed to Varna in Bulgaria, where it remained in an incomplete status until it was blown up by the Germans when they were forced to withdraw their troops in September 1944. Displacement is given as 45,000 or 48,000 tons with 12-16 inch guns in four triple turrets as main armament.

As you can imagine it is very difficult to find out what is correct among such controversial data. No doubt, at least two battleships have existed in incomplete state. My own opinion is that, apart from the ship, taken over by the Germans in *Nikolajev* (and given the name *Sovietskaya, Ukraina*) at least one ship was completed up to launching stage in Leningrad. It could have been destroyed during the German siege in 1941-42. The other units mentioned were either never laid down or scrapped while under construction. I am awaiting your reply with great interest and remain.

Yours faithfully,

LENNART OHLSSON.

P.S. If you can put me in contact with people interested in naval affairs, I should be most grateful.

P.O. Box No. 424

Gevele 1
Sweden

PHILATELIST

Dear Sir:

I would appreciate it very much if you would be kind enough to publish in *The Crowsnest* that I would like to contact your readers who are stamp collectors—especially those who are interested in collecting Canadian military cancellations from RCN ships, RCAF stations, CAPOs, CFPOs, etc.

Yours very truly,

H. FENIGSTEIN, MD

301A Markham Street,
Toronto 3, Ontario.

LOWER DECK PROMOTIONS

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

ANDERSON, Claude N.LSRT2
ANTHONY, Earl F.P2RP2

BARRETTE, Armand J.P2AA2
BERUBE, Gaston J.P1ED4
BISHOP, Boyd B.P1EA4
BROOKER, Jerome C.P1EA4
BUTLER, Martin J.P2EM2
BUTTRIDGE, Brian D.LSCV1

CANN, Kenneth D.P2RS3
CARISSE, Joseph J.C1PT4
CARTER, Kenneth J.LSQM1
CHASE, Harvey A.P1TD3
CHENELL, James I.LSAF2
CHUBAK, Edward P.LSCR1
CLOUTIER, Ronald J.LSCR1
CORBIN, Clarence E.LSPW2
CUNNINGHAM, Kenneth L.LSTD2
CUTHBERT, Paul R.LSTD1

DONNELLY, Robert E.P1AA3
DONOGHUE, Bruce L.LSEM1

EARLE, Donald E.LSEM2

FAUTEUX, Cyr-Louis J.P1EA4
FIANDER, Aubrey C.LSLR2
FLETCHER, Kenneth A.LSEM1
FRASER, JoyceWLWP1

GAFFNEY, Leonard M.P2EM2

GAUDET, Joseph A.P1TA4
GIBSON, Alfred E.LSLR2
GOULD, Sidney C.C2PI4
GOUTHRO, John B.LSAA1
GUINCHARD, Rendell H.P2TD2

HAMILTON, Robert E.LSEM1
HARRIS, Ronald D.LSRP2
HAWTHORNE, James S.LSCS2
HIGGINS, Alfred R.LSRC1
HILL, Peter E.P1GA4
HOGAN, Gordon J.P2RP2
HOWE, Roger K.LSAP2
HUNTER, Peter P.C2QR3
HUTTON, Robert K.LSCV1

JOUDREY, William O.P1EM4

KING, BaxterP2RP2
KIRCOFF, John R.LSSW2
KRUPA, AntonioLSRT2

LAPIERRE, Ernest A.LSRC2
LAWLEY, William E.P1QR2
LEITOLD, Michael A.LSCR1
LIPSCOMBE, George J.P1EA4

MacKAY, AlfredP2PR3
MacNALE, Grant A.P2BD3
McISAAC, Edward S.P1EA4
McKEE, George B.P2QR2
McKINNELL, William G.LSED2
McMURTRY, MervynLSCR1
McNULTY, Ronald J.LSAA1
MASON, John E.P2TA3
MIEREAU, Ernest H.LSAW2
MIRON, Paul A.LSPW1
MITHELL, DerekLSQM1
MITCHELL, Donald S.P1AA2



Back in service after a summer-long refit — HMCS Bonaventure.

MORIARITY, James J.P2QM2
MORTIMER, William J.LSTD1

PALMER, James B.P1ED4
PERIOGA, George M.C1GI4
PETRONY, Edward C.P1QM3
PHEBY, Gerald S.P2BD3
POLLINGTON, Elizabeth R.WLNP2
POPLE, Gale P.LSEF2
POWELL, John R.LSEM1

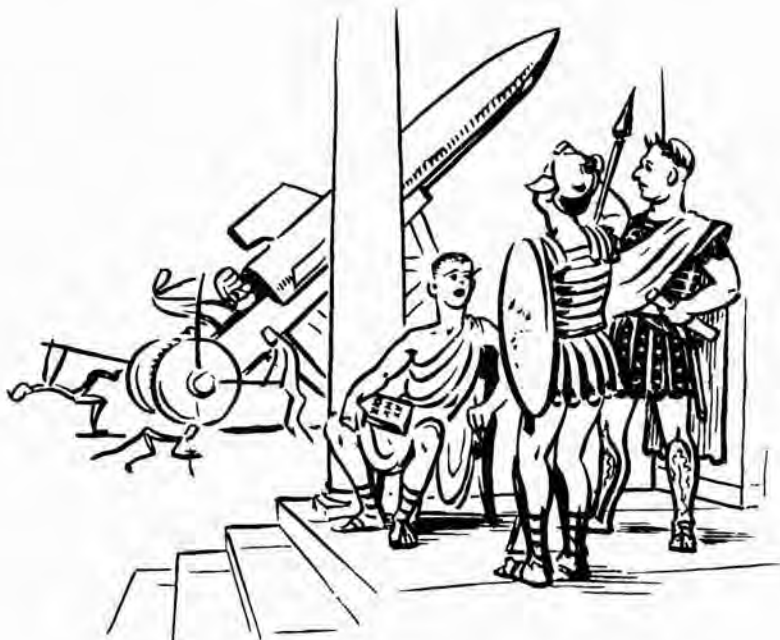
RAE, Kenneth R.C1QI4
REAUME, Wayne J.LSOM2
ROBERT, Edward J.P2PR3

SAGER, Gary W.LSEM1
SANFTLEBEN, Melvin E.LSCR1
SHEPHERD, Gilbert J.P1AT4
SMITH, David A.LSCR1
SMITH, Edward E.P1ER4
SPENCE, KennethP1RP3
SPENCER, Sidney G.P1EA4
STAFFORD, FrankP1TD3
STEELE, William D.C2GE4
STEEPE, Harold W.LSEM1
STEPHENSON, Francis J.CSEM4
STOKES, Richard M.LSAR2
STUNDON, Thomas A.LSAA2
SUNDERLAND, Neil J.P2QM2

TARRANT, Vance L.P2EM2
TAYLOR, John D.P1EA4
THORNE, James T.LSED2

VANZIELEGHEM, Andre O.P1QR3

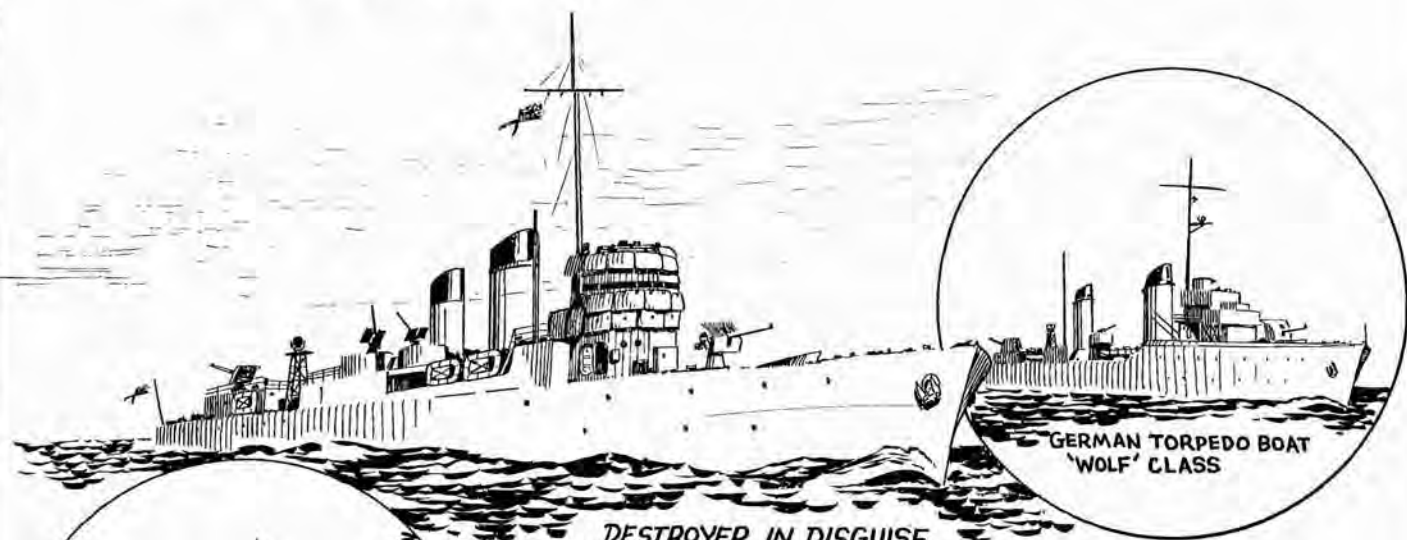
WEBBER, Clarence A.LSEM1
WESTBURY, Leslie V.P1TD3
WHITING, William E.C2MR4
WILSON, Howard A.LSRA2
WILSON, ThomasLSCR1
WINTERS, David R.LSBD2
WOOD, Charles H.P2RP2
WOOD, Norman G.LSEM1
WOODS, Robert D.LSCR1



"I figure this will take 2,000 years to develop."

Naval Lore Corner

Number 64
NAVAL EXPLOITS



DESTROYER IN DISGUISE

THE BRITISH DESTROYER 'CAMPBELTOWN' (ONE OF THE 50 EX-AMERICAN FLUSHDECKERS GIVEN TO BRITAIN IN 1940) WAS DISGUISED TO LOOK LIKE A GERMAN TORPEDO BOAT BY REMOVING 2 FUNNELS AND CHANGING THE APPEARANCE OF THE REMAINING TWO. THIS ENABLED HER TO SAIL UNRECOGNIZED (UNTIL THE LAST MOMENT) INTO ST. NAZAIRE HARBOUR ON MARCH 28, 1942 WHERE SHE RAMMED THE IMMENSE 'NORMANDIE' DRYDOCK IN A DARING RAID. A CHARGE PLACED IN HER BOWS LATER EXPLODED DESTROYING THE GATES OF THE DOCK AND PUTTING IT OUT OF COMMISSION FOR MANY MONTHS THUS DESTROYING ANY GERMAN INTENTIONS OF REFITTING THE 'TIRPITZ' IN FRANCE.

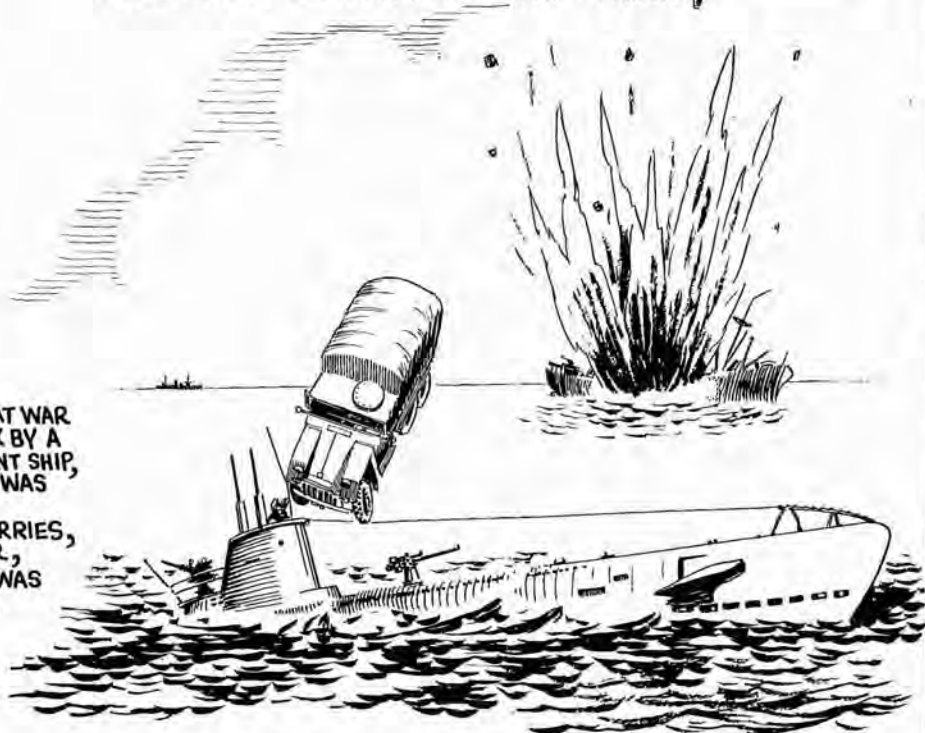


HMS CAMPBELTOWN'S
ORIGINAL APPEARANCE

U-BOAT SUNK BY A LORRY!

ONE OF THE WEIRDEST TALES OF THE GREAT WAR IS THAT OF A GERMAN U-BOAT WHICH WAS SUNK BY A LORRY. THE U-BOAT TORPEDDED A MERCHANT SHIP, WHICH, IN ADDITION TO ITS OTHER CARGO WAS CARRYING LORRIES ON THE UPPER DECK.

THE SHIP BLEW UP AND ONE OF THE LORRIES, AFTER TURNING OVER AND OVER IN THE AIR, CAME DOWN ON THE U-BOAT JUST AS SHE WAS RISING TO THE SURFACE AND SANK HER.



Edmond Cloutier

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