

The CROWSNEST



Vol. 12 No. 12

October, 1960



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THE ROYAL CANADIAN NAVY'S MAGAZINE

OCTOBER, 1960

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REMEMBRANCE

This year the Royal Canadian Navy has had much to remember as it looks back over its first 50 years of existence and its participation in three wars.

The RCN's first battle casualties were four midshipmen who died in the Battle of Coronel off the coast of Chile in 1914. They and the hundreds of Canadian sailors who have since paid the price of Admiralty are remembered at this season of the year.

The picture on the opposite page shows officer cadets of HMCS *Venture* on sentry duty at the cenotaph in Victoria on Remembrance Day last year. (E-52983)

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THE QUEEN'S PRINTER,
Department of Public Printing
and Stationery,
Ottawa, Ont.

Communications, other than those relating to subscriptions, should be addressed to:

EDITOR,
The Crownsnest,
Naval Headquarters,
Ottawa, Ont.

The Cover—One of the main "social" events of the past summer was the presentation by the former RCN gunnery branch of a totem pole to HMS *Excellent*, in recognition of the branch's long association with the Royal Navy's gunnery school on Whale Island, Portsmouth. AB Charles Rabbitt, Canadian Indian serving in the RCN, poses beside the totem pole. (CCC-5-254)

RCN News Review



The former HMCS Quebec enters Halifax Harbour for the last time, under tow, to be fitted for the long haul to Japan where she will be scrapped. (HS-6256)

New Minister Won GM at Sea

A soldier who won the George Medal for gallantry at sea has become Minister of National Defence, succeeding Hon. G. R. Pearkes, VC, now lieutenant-governor of British Columbia.

Former Minister of Agriculture Lt.-Col. the Hon. Douglas Scott Harkness was sworn in as Defence Minister on October 11.

Born in Toronto in 1903, he went west with his parents to southern Alberta, attending Central Collegiate in Calgary and graduating from the University of Alberta, Edmonton.

After graduation he farmed and taught school near Red Deer, Alberta, moving to Calgary before the Second World War. On demobilization in 1945, he returned to farming, buying land at De Winton, Alberta, south of Calgary.

Col. Harkness served overseas from 1940 to 1945 in Britain, Sicily, Italy and Northwest Europe. For the last year of the war he was officer commanding the 5th Anti-Tank Regiment of the 4th Armoured Division.

A member of parliament since 1945, Col. Harkness served briefly as Minister of Northern Affairs and National Resources before his appointment as Minister of Agriculture on August 7, 1957.

He was awarded the George Medal in 1943 for the part he played in the orderly abandonment of a troopship which was torpedoed on her way from

England to Sicily with vehicles, stores and personnel for the Sicilian campaign.

With the ship on fire and ammunition exploding, Col. Harkness (in the words of the citation) "descended to the mess deck and, exhibiting courage, gallantry and devotion to duty of a high order, succeeded in rescuing men from the flames and pulling them to the main deck."

Three minutes before the ship sank, Col. Harkness and another soldier rescued the last two men on board the

ship, who were hysterical and had to be thrown bodily overboard.

Pictorial Story Of RCN on Press

Due to make its appearance before the end of the year is a book that will be of interest to anyone with a naval connection, and particularly to those who served in the Royal Canadian Navy in the Second World War.

Named "H.M.C.S." (after the familiar war-time cap tally), the book is the work of four well-known former members of the Navy—Gilbert Milne, Joseph Schull, Scott Young and Max Newton. Most of its pages are devoted to pictures—the best of the more than 5,000 taken by Milne during his three years as an official naval photographer. Schull (author of "The Far Distant Ships") and Young wrote the narrative; the book was designed by Newton.

The foreword is by Vice-Admiral H. G. DeWolf, former Chief of the Naval Staff.

The book is being published by a Canadian firm, Thomas Allen Limited, as a tribute to the RCN in its 50th anniversary year.

Milne, Schull, Young and Newton were all officers in the Naval Information branch during the war. Milne now has a photographic business in Toronto; Schull is a prominent author and playwright; Young is a sports columnist with *The Toronto Globe and Mail* and Newton is production editor of "Week-



HON. DOUGLAS S. HARKNESS

end" magazine. The four have directed all royalties from the book to the RCN Benevolent Fund.

Navy Joins In Bush Fire Fight

During the critical forest fire situation in the Maritime Provinces from August 31 to September 21, naval participation was extensive.

Ships and establishments of the Atlantic Command provided 1,770 officers and men to fight the numerous fires in the area, with 470 men in reserve. Nine helicopters, six Sikorskys and three Bells from *Shearwater*, logged about 310 hours, moving men and equipment speedily to and from the fire fronts, and spotting new outbreaks.

In the Shelburne and Collingwood areas, where air support was most needed, helicopters maintenance crews and aviation gas bowzers for refuelling remained on the fire scene for the entire period.

Cornwallis put 157 firefighters drawn from new entry, supply, medical, and band personnel, into the Margaretsville and later the Shelburne areas.

Self-sustained, all naval parties carried medical supplies, eating utensils, bedding and food supplies, and naval cooks used Army field kitchens. The navy too, supplied a great deal of equipment including 10 radio sets, 30 walkie-talkies, 1,000 sets of aircrew canteens, and quantities of blankets, hand lanterns and hand tools.

Naval transport worked around the clock, carrying men and equipment to and from the various danger areas which included Forest Glade (near Middleton), Collingwood, Shelburne, Albro Lake, Preston, and Kearney Lake, all in Nova Scotia. The civilian drivers logged more than 1,100 hours behind the wheels of their vehicles.

General Pearkes Bids Farewell

Hon. George R. Pearkes, VC, former Minister of National Defence and now Lieutenant Governor of British Columbia, sent the following message to the Armed Forces following the announcement of his new appointment:

"As I take my leave from Ottawa and my portfolio of Minister of National Defence I would like to take this opportunity of sending to all ranks of the three armed services, the employees of the Defence Research Board and the civilian staff of National Defence my best wishes and thanks for the support I have received from everyone during more than three years as Minister of National Defence. I am sure the co-operation and backing that you have given me will be given just as freely to my successor. Goodbye and good luck."

At Summerside, P.E.I., the onus of transporting men and equipment was mainly on the helicopters.

Kootenay Makes Substantial Gifts

The destroyer escort *Kootenay* in June disbursed \$626.50 of non-public funds to three different organizations.

The Salvation Army received \$436.50, Rainbow Haven was given \$65.00 and to World Refugee Year the ship sent \$125.00.

Quebec Pays Last Visit to Halifax

The former HMCS *Quebec* arrived under tow in Halifax Harbour in early October on her last visit to the port from which she came and went in the course of steaming many of her 154,000 postwar miles to 58 ports during training and goodwill cruises.

She was to undergo a brief refit to equip her for a last voyage from Halifax to Vancouver. From Vancouver she will be towed stern first across the Pacific to Japan for scrapping.

Commissioned in the Royal Navy in 1942 she fought as HMS *Uganda*, suffered a glider bomb hit and, following a refit in Charleston, South Carolina, became HMCS *Uganda* and fought in the Pacific.

After a post-war period in reserve at Esquimalt she was refitted, renamed HMCS *Quebec* and allocated to the Atlantic Command. She paid off in 1957 for the last time and was placed in reserve in Sydney, N.S.

Lake Training Draws to Close

The anti-submarine frigate *Outremont* sailed from Hamilton, Ontario, for Halifax on October 8, ending the 1960 summer training for the naval reserves on the Great Lakes.

During the season nearly 500 new entry reservists from divisions across Canada took the sea phase of their training and some received basic shore instruction as well.

The training program was carried out by the frigates *Outremont* and *Lanark*, assisted by the naval auxiliary *Scatari*. The *Lanark* returned to Halifax in mid-August. The *Scatari* is permanently based on Hamilton.

While two weeks is the normal sea training period, a large number of the recruits served for the maximum 28-day period, taking on-the-job training.

In addition to those trained on the Great Lakes another 54 new entry reserves trained on the West Coast, while hundreds of senior reservists took advanced training ashore and afloat on both coasts.

A Message from the New Minister

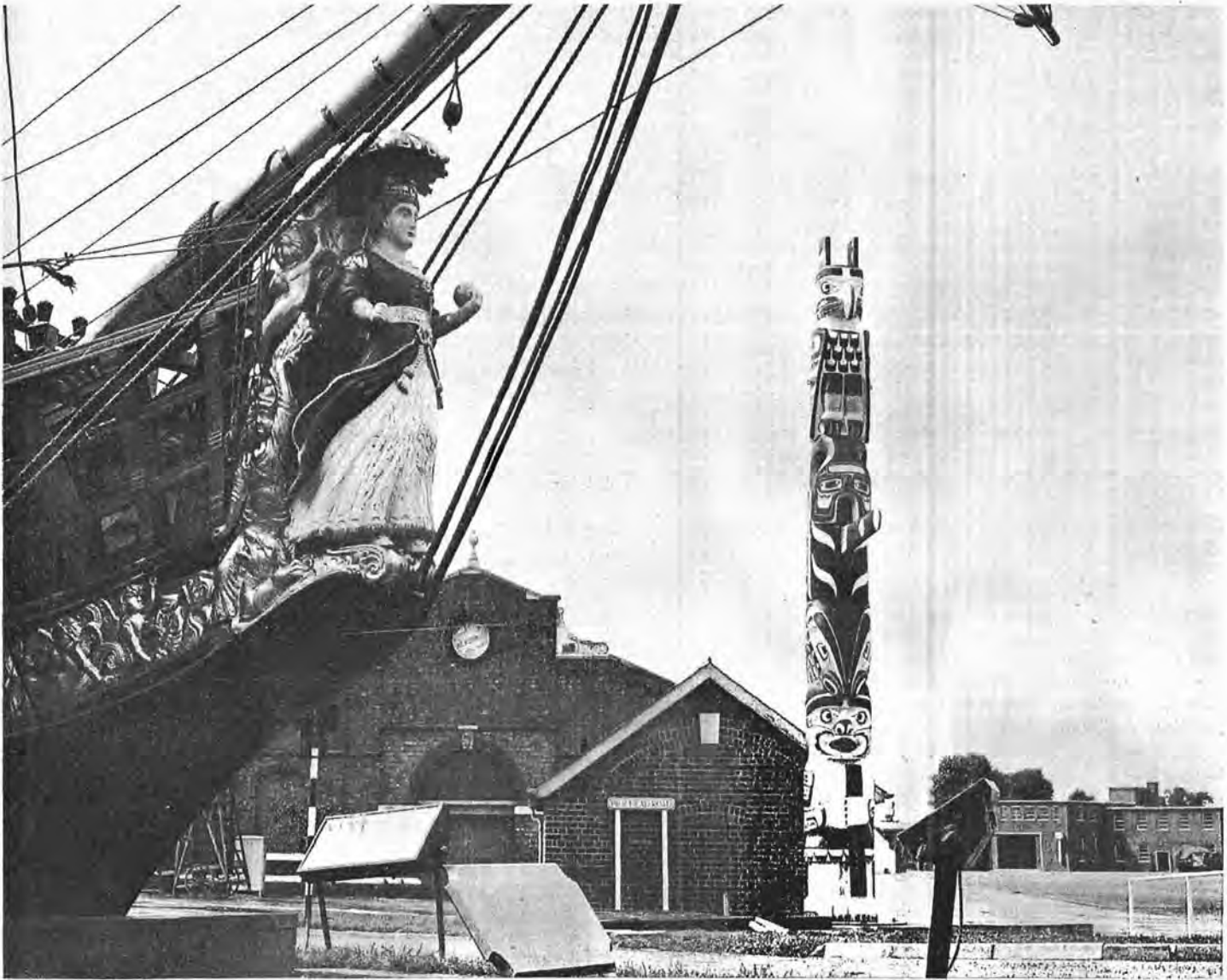
The following message has been addressed to the Canadian Armed Forces, the Defence Research Board and associated members of the civil service by Hon. Douglas S. Harkness, who became Minister of National Defence on October 11:

"On assuming the appointment of Minister of National Defence I should like to express to the members of the Canadian Armed Forces, the staff of the Defence Research Board and the civilian staff of the Department of National Defence my pleasure in again being associated with them in the task of providing for the security of Canada and of our way of life.

"The problems of defence in today's world are complex and challenging but I feel sure that by our combined efforts and in conjunction with our allies we can maintain the peace and security that is our aim.

"Until there is effective disarmament we can guarantee peace only by maintaining our strength. This can be done by having all our forces ready at all times to play their part in deterring any would-be aggressor or in serving with the United Nations in its peace-preserving missions. Every dollar of the vast sum that the Canadian people are asked to provide annually for defence must be spent wisely and for defence purposes alone.

"I want to assure all the men and women of the Department of National Defence that I will do everything in my power to promote the effectiveness and efficiency of the Canadian defence organization. I hope and expect that I will have the support of every one of you in this task."



Hosaqami on his permanent base at HMS Excellent. The ornately carved prow in the foreground belongs to a large-sized model of HMS Queen Charlotte. (CCC-5-262)

HOSAQAMI

ON JULY 28 this year the Gunnery Branch of the Royal Canadian Navy presented a Totem pole to HMS *Excellent*, the Royal Navy's famous gunnery school in Portsmouth Harbour. It was a memorable occasion and the officers and men of both navies enjoyed themselves hugely.

But before going on, it is appropriate to say a word about "Whaley", (as we who have served there affectionately know her), and what Whaley has meant to the RCN.

The Royal Naval Gunnery School came into existence in 1830, shortly after the Napoleonic wars, and was the brain

child of Cdr. George Smith. It was first housed in HMS *Excellent*, a hulk moored in Portsmouth harbour where gunnery practices could be safely carried out by firing round-shot across the flats of Fareham Creek. Toward the last half of the 19th Century, a number of dry-docks were built in Portsmouth dock-yard and the fill removed was dumped on a mud bank known as Whaley. In the course of time "Whaley" grew to be quite a respectable island, and, in so doing, sprouted a convenient jetty at which to secure HMS *Excellent*.

The requirements for gunnery training expanded and the Gunnery School

gradually spilled out of the ship, into another ship (HMS *Queen Charlotte*) and onto the jetty, until it encompassed all of the new island, now known as Whale Island. Permanent buildings were erected and later the old hulks were towed away leaving the original name, *Excellent*, behind.

When the RCN was born in 1910, it was natural, in fact expected, that the Royal Navy would provide almost all its training facilities, including gunnery training. Gunnery training meant Whaley.

In 1921 Lt. V. G. Brodeur, RCN, successfully passed his examinations to

become the Royal Canadian Navy's first gunnery officer qualified at Whaley. (Lt. Brodeur retired in 1946 with the rank of Rear-Admiral and now lives in Vancouver, B.C.) Since then Whaley has trained almost all of the RCN's gunnery officers and gunnery instructors, not to mention many of the lower gunnery rates as well, a total of over 800 officers and men.

Before going to Whaley we, of the gunnery branch, invariably heard of her by reputation. It was, we heard, a terrible place with a parade ground as big as a city block where ferocious gunners mates ate sub-lieutenants and QR3's for breakfast. These ogres, we were told, were directed by an even more awful one known as the parade gunner who chewed up anybody who crossed him, without waiting for breakfast.

There was also a place called West Battery where sub-lieutenants and boy seamen were loaded into enormous guns and fired across the harbour. We heard tales of a punishment known as doubling around the island where bad officers and sometimes bad petty-officers were made to run around the island carrying a 16-inch shell under each arm. We also heard it was very easy to become bad, by forgetting to tell the guard to halt, for instance.

But we also heard stories of classes of sub-lieutenants who evened the score the day before they "passed out". We heard they sometimes stole all the rifles just before ceremonial divisions, that they planted trees in the middle of the parade ground and, when told during Divisions to remove them—spectacularly did so by means of large demolition charges which had been planted with the trees. We also heard they sometimes wrote such blasphemies as "Steady the Guard" with weed killer on Whaley's grassy banks and that this was best of all because it did not appear until after the writers had left.

But the thing we never failed to notice, when we heard of Whaley's reputation, was the nostalgia with which the stories were told. When we arrived we found why.

We found that Whaley has a simple formula: When you work—work hard. When you play—play hard.

We found that gunners mates were ferocious only during working hours. But Whaley, taught us that work is a serious business and that, if you expect to win, perfection is all that counts.

Fifty years have now passed since the birth of the RCN and in that time our ways of doing things have gradually diverged. Our equipment differs and even our ceremonial is different. Whaley won't see many more Canadians



The first chip for the totem pole was cut on May 1, 1959, by Captain E. T. G. Madgwick, with Chief Mungo Martin and his great-granddaughter, Shirley Hunt, looking on. (Jim Ryan photo from Victoria Colonist)

and we thought we should present some symbol to show that we have not forgotten what Whaley stands for and to remind Whaley that Canadians who, in the past, must have frequently given the more conventional members of the instructional staff pause—are just across an ocean.

So it was decided that something must be done. The specifications for the symbol were that it should be large, useless and difficult to keep clean. (Those who know the assortment of

How Hosaqami Was Designed

The story of the Royal Naval Gunnery School, HMS *Excellent*, was told to Chief Mungo Martin so that he might choose suitable symbols in creating a totem pole appropriate to the gunnery branch.

The Thunder Bird, whose flapping wings create the thunder and whose flashing eyes give the lightning, was an obvious choice to represent the thunder and flash of guns.

The Killer Whale provided a play on words for Whale Island, where HMS *Excellent* stands.

How would Chief Martin portray that most-feared figure, the parade ground instructor?

The Indian artist said that his tribe depicted an instructor always as holding the staff of authority and having his mouth open to show he was teaching.

This last appropriate figure completed the choice of symbols.

silver which, over the last 50 years, has been presented to the wardroom of HMS *Excellent* will understand how these specifications came about). One early suggestion was to silver plate either the first or the last pair of Canadian boots to tread the Whaley parade. However, it was eventually decided that the presentation would be a totem pole, for it could be made extremely large, would unquestionably be useless and would not be particularly easy to keep clean. In addition, it was unmistakably Canadian.

A fund was therefore raised for Whaley's totem pole and the whole-hearted support of the Gunnery Branch of the RCN soon made itself obvious. Chief Mungo Martin of the Kwakiutl Tribe on Vancouver Island is famous as the best living totem pole artist in Canada. He was approached and agreed to carve a totem pole which would be authentic and which would be designed to symbolize the spirit of Whaley. On May 1, 1959, Captain E. T. G. Madgwick ceremonially cut the first chip from a pole donated by British Columbia Forest Products Limited. On completion, Chief Martin delivered the totem pole to Lt.-Cdr. H. E. T. Lawrence and Lt. William Hodgkin who received it on behalf of the Gunnery branch of the RCN. The totem pole was christened Hosaqami.

According to Chief Martin, the name "Hosaqami" means "An honourable man in the community who keeps an account of his potlaches"—in other words, who keeps his obligations.

Hosaqami arrived in Halifax on board the *New Waterford* and spent the winter in the basement of what was then the Gunnery School. In the spring he was erected outside the main entrance of the school for all to see. There he surveyed the proceedings of *Stadacona* parade ground with a steady and inscrutably severe gaze. At the end of June he was gently and affectionately removed to comfortable accommodation which took the form of two specially modified field gun limbers. This was to be used for his land transportation and, without wheels, was to provide his billet for the sea passage in HMCS *Kootenay*.

It was obvious that Hosaqami could not be transported to the homeland of the pale faces without the moral support of his own kind, so records were consulted to determine how many Canadian Indians were in the RCN. Fifteen braves who represented most of the Canadian Indian tribes volunteered to accompany Hosaqami to the U.K. In charge of these braves was Chief Weeteego of the Erie nation. Chief Weeteego's qualifications for command were unimpeachable as, in his other life, he is Sub.-Lt. Wil-

liam Shead, RCN, who was and is serving in HMCS *Fort Erie* (East Coast frigate).

On July 15, it was planned to transport Hosaqami to the *Kootenay*. As Hosaqami is a little heavy (two tons), it was deemed wise to back the reserve drag rope numbers up with a truck, to which a preventer drag rope was (as inconspicuously as possible) hitched. This would keep the evil spirits from running away with Hosaqami on some of the *Stadacona's* steeper slopes.

At the *Kootenay's* brow, Hosaqami was met by a party of his own Indian braves in tribal regalia. He was also met by a party of "Indian" braves in tribal dress from HMCS *Haida*, whose exuberance made up for what they lacked in authenticity. Hosaqami was duly hoisted on board the *Kootenay* by the dockyard crane and lashed down on the quarterdeck, staring, as always, inscrutably skyward. To witness the event, all the *Kootenay's* hands were mustered on the quarterdeck.

The spirits were kind and Hosaqami had a comfortable and singularly smooth Atlantic crossing, maintaining, as ever, his steady eight-eyed gaze at the clouds, and stars.

During the ocean passage Chief Weeteego was dismayed to discover that his youngest brave had no Indian name. It was a matter of great urgency that he should be named in the highest tradition of his tribe, but the chief was at a loss to choose a name. But this young and most inexperienced Indian sailor already had his name inscribed on his greenish countenance—thus Sick Waters was named.

On July 28, the day after the *Kootenay*, with three other ships of the Fifth Escort Squadron, arrived in Portsmouth, Hosaqami, riding head first on his gun carriages, was taken in tow by a party of 33 sailors of whom 15 were Indians, the Indians being dressed in their finest tribal regalia, resplendent with brilliant bead-work, colourful feathered head-dresses and yellow buckskins. Those of the Iroquois nation had their heads shaved in characteristic Iroquois fashion leaving only a short fringe running fore and aft along the centre of the scalp. Preceding Hosaqami was a 48-man guard of sailors from the *Kootenay* commanded by Lt.-Cdr. William Hayward, himself a product of Whaley's parade ground. The procession was met by a splendid 75-piece Royal Marine Band.

Emerging from the Unicorn Gate of Portsmouth Dockyard the procession made a fine sight. Leading were the gleaming white helmets of the Royal



By July 10, 1959, the totem pole had been carved and painted. On that date Hosaqami was accepted from Chief Mungo Martin, on behalf of the gunnery branch, by Lt.-Cdr. H. E. T. Lawrence and (far left) Lt. William Hodgkin. Others in the picture are Shirley Hunt, great-granddaughter of Chief Martin, and Wilson Duff, of the B.C. Provincial Museum. (E-51043)



These are the Indians serving in the Royal Canadian Navy who took part in the ceremony at Whale Island, in which a totem pole was presented to the Royal Navy's gunnery school, HMS Excellent. Front row, left to right: AB Wilfred Stanley Beaver (Sick Beaver), AB Chares Rabbitt (Crazy Cloud), AB Hal Lacey (Little Hawk), Sub-Lt. William Shead (Devil); AB Gordon McBryan (Thunder Cloud), AB Russell Bomberly (Sleepy Eyes), and AB Eric Jamieson (Bocachica). Back row: Ldg. Sea. Don Clouston (War Cloud), AB John McHugh (Black Bull), AB Dennis Timothy (Oak Tree), Ord. Sea. William Kenoshemeg (Little Big Knife), PO Fred Jamieson (Little Pine), AB Jacques Fisher (Little Beaver), AB Peter Jamieson (Wild Flower), and AB Gus Bisson (Gishtenh). (CCC-5-241)



Sub-Lt. William Shead, officer-in-charge of the RCN's Indians at the totem pole presentation, looks on as Captain J. S. Dalglish, The Captain, HMS Excellent, puffs at the peace pipe. (CCC-5-199).

Marine Band. The guard, swinging along in the sunshine with beautifully disciplined precision, cast rhythmic shadows on the roadway. In the rear and supreme, came Hosaqami with his entourage of moccasined and feathered Indians and his gaitered, sweating sailors. As the procession wheeled towards Commercial Road, movie cameras of the BBC TV, CBC TV and Movietone News whirred from the tops of lorries.

From nowhere came a crowd. Soon the streets were thronged with Pompeyites watching in amazement. Never, in its long naval history, had Portsmouth seen such a sight.

The band played bravely. The sailors marched erect. Hosaqami lumbered serenely on. Suddenly, Chief Weeteego beat his tomtom and there were 15 blood-curdling primeval war-cries. The Indians, leaving Hosaqami to the sailors, dropped the drag ropes and dashed, in finest tradition, up through the guard, whooping and yelling, up through the Royal Marine Band, whooping and yelling, on through the crowd, whooping and yelling, and back to the drag ropes, whooping and yelling. The effect was electric. At first the spectators showed shock and surprise, but this was quickly followed by wide smiles of genuine pleasure. Many children followed the procession in delight, for the braves repeated their performance again and again.

One could not help but be impressed at the dignity, discipline and bearing of the Royal Marine Band. It played and played and played. No matter how the

Indians whooped or howled the band played on. But the bandmen's inner-selves must have been in terrible conflict for lurking in the shadows of helmet brims shifty, glaring eyes followed the progress of feathered head-dresses dashing through their ranks. But not a note was missed.

As the procession passed over the Whale Island drawbridge and up the hill toward the Parade the braves were beginning to look something less than fresh. In fact, some of those whose upper works were bare showed that either the aboriginal slimness has been sacrificed to modern living or that the hunting was exceptionally good this spring. Those for whom the hunting was best seemed to be puffing hardest.

After the procession dispersed, Hosaqami was lifted from his gun carriages and erected temporarily on the lawn by armourers and shipwrights, some of whom were rather taken aback by his 25-foot height.

In the evening, at a Friendship Circle and Council Fire, Hosaqami was formally presented to his new owner, Captain J. S. Dalglish, RN, by Cdr. John W. McDowell, RCN. (Totem poles are always owned by individuals and never by institutions or groups of people). In his speech of presentation Cdr. McDowell recalled the RCN's 50 years of association with Whale Island and how the RCN had grown up in that time.

"Because we were well trained here we are now able to train ourselves," he said.

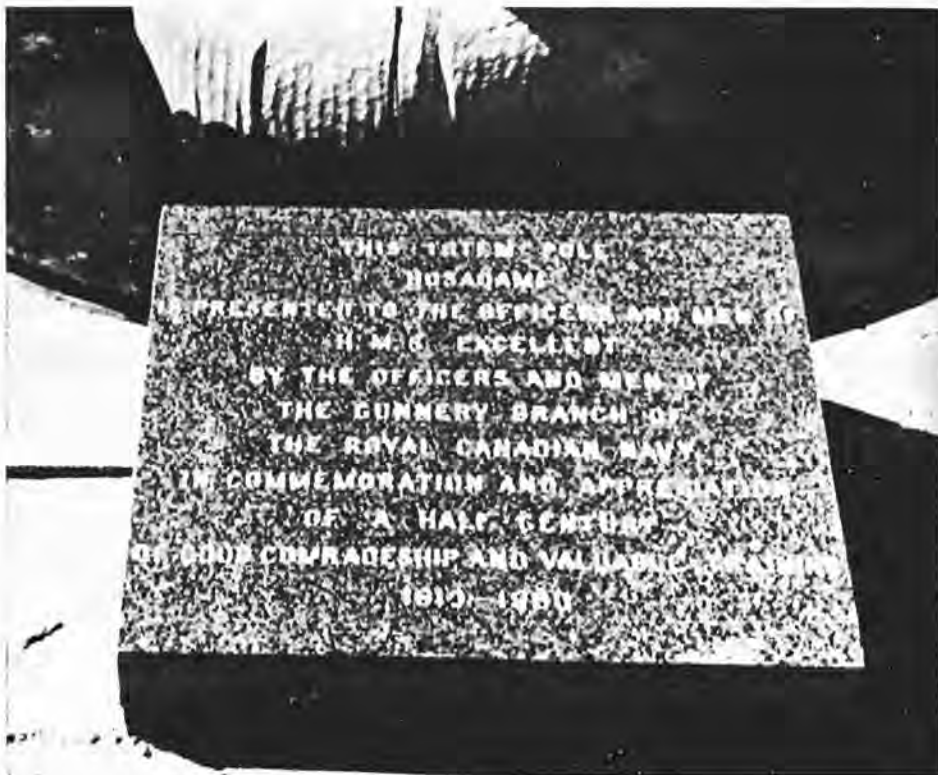
After a speech accepting Hosaqami, Captain Dalglish was initiated into the Sioux nation with the name of Thunderflash. This was followed by a pipe of peace, displays of Indian wrestling and a war dance in which Thunderflash and Cdr. McDowell participated with much enthusiasm.

It may have been the fire light but many of those present were sure that Hosaqami's top pair of eyes softened a little as Thunderflash drew on the pipe of peace. At the closing, the band played "Braganza" and the guard presented arms while "O Canada" and "God Save the Queen" were played. Then the guard marched off and the Potlach began.

Officers and men of both navies mingled, some meeting old friends and course-mates. Yarns of old times were exchanged while pork from two fine Whale Island pigs roasted on a spit on the lawn, was consumed. Finally, officers and men from both navies entertained with stories, songs, and Indian wrestling on an out-door stage.

HOSAQAMI now proudly stands near the model of HMS *Queen Charlotte* just beyond the gate house. From here he stares, his composure regained, across the footbridge toward Stanley Road and the city of Portsmouth.

At his feet is a Nova Scotia granite slab bearing his name and a little of his story, telling all who wish to read his business at Whale Island—J.D.McR.



COURTING COUPLES HELPED FAMOUS RAID

DISCREET, but sometimes extremely personal questions, put to refugees from the Saintonge and Gironde departments of France helped to make possible the famous "Cockleshell Heroes" raid in 1942 by Royal Marine canoeists on German shipping at Bordeaux.

Did you do your courting along the banks of the River Gironde? Was there a favourite spot among the bushes where you knew you would be unobserved? Where did you go for riverside picnics?

The intelligence officer responsible for these enquiries — the answers enabled the raiding force to be told of places along the banks where they could hide during the day—left the service in August after 53 years continuous service in the uniform of the Royal Marines.

He is 69-years-old Colonel Samuel Bassett, CBE, whose home is at Beaconsfield Road, Claygate, near Kingston. He was the oldest serving Royal Marine, the last of the old "Red Marines"—the RM Light Infantry—still on duty and had worked with the Naval Intelligence Department of Admiralty for 32 years.

The Bordeaux raid was only one of hundreds of similar operations for which Colonel Bassett and his staff provided advance intelligence. He set up the Inter-Services Topographical Department, an organization that was to provide detailed information to planners and force commanders on the terrain, beaches, geology and soil cover. For their first office, he and two others were allocated a disused lavatory in Admiralty, but before the end of the war the staff of several thousands of many nationalities were housed in colleges in Oxford.

The holder of awards from many countries, including the Russian Czarist order of St. Stanislaus with Swords, Colonel Bassett joined the Royal Marine Light Infantry as a private in March, 1907, after running away from a school at Wimbledon where he was being educated for a career in the church.

He was among the first to be commissioned in August, 1915, under Sir Winston Churchill's "Mate Scheme"—the first provision in the Marines for promotion from the ranks to officer—and his first ship as a subaltern was the first *Dreadnought* from which he believes he was the last officer still serving.

Colonel Bassett's proudest moment—when he played the piano with the full

Royal Marine orchestra at Chatham in Bach's Brandenburg Concerto.

His unfulfilled ambition—to be still serving when his grandson, now at Pangbourne, joins the Royal Marines. There would then have been three generations of the family in the Corps.—*Admiralty News Summary.*



Photographic comparison of West Coast "mystery wreck" relic with a well-preserved British copper penny of same period (1838-1859) has been provided by the Smithsonian Institution of Washington, D.C. Lt.-Cdr. Ernest Cassels, curator of the British Columbia Maritime Museum, holds the main portion of the actual coin recovered by navy divers from the wreck of an ancient sailing ship found last year in Sidney Inlet on Vancouver Island's rugged west coast. (E-56714)

Mystery Ship Century Old

It has been firmly established that the Sidney Inlet mystery wreck probed by naval divers is a sailing vessel built at least a century ago.

The latest finding about the wreck has been provided by the famed Smithsonian Institution of Washington, DC.

Pacific Command naval divers made a second investigation of the sunken ship early this year. Among their findings was an ancient, corroded coin found under the mast-step of the ship.

The coin was forwarded to the Smithsonian Institution. There, after consid-

erable study and research, it was definitely confirmed the coin was a "British large copper penny, minted in the 1839-1850 period."

Meanwhile, Lt.-Cdr. E. Cassels, curator of the British Columbia Maritime Museum at Esquimalt, reported that earlier research had established that it was a custom of the times to place a coin of the year in which the ship was built as a "good luck" piece under the mast.

Although the research on the ancient coin established its minting period, nothing was found to indicate its actual year.

To this date all efforts to identify the mystery wreck have failed. Approximately five tons of assorted gear have been brought back from the wreck by naval divers . . . most of it now in the B.C. Maritime Museum.

Inquiries relating to the wreck have gone as far afield as the United Kingdom and to Asia. It was thought that some of the salvaged gear had been manufactured in the U.K. One school of thought suggests the ship may have been built in Asia for the Orient-B.C. trade.

Since the Smithsonian Institution—in conducting its research—had to cut up the ancient coin, officials in Washington forwarded another coin of the same period to the B.C. Maritime Museum. Photographs taken of the research process were also enclosed.

Guided Missile Destroyer Launched

The first of four guided missile destroyers under construction for the Royal Navy, HMS *Devonshire*, was launched in June by Princess Alexandra of Kent, at the yards of Cammell, Laird and Company Ltd., Birkenhead, near Liverpool.

The *Devonshire*, a County class destroyer of 4,000 tons, is expected to be in commission by early 1962.

She will be the first operational Royal Navy vessel to be fitted with stabilizers to enable her anti-submarine "hunter-killer" helicopter to take off and land in bad weather.

The weapons being fitted in the new destroyers include two types of guided missiles and radar-controlled 4.5-inch guns. Deep-submerged detectors are fitted for anti-submarine protection.

It is the intention of the Royal Navy that the new destroyers will be capable of police duties anywhere in the world, escort duties with a task force, and attack duties as part of a task force.

OFFICERS AND MEN

Sailors Fail To Elude Army

Thirty-one tired, wiser naval flyers came out of the bush at Camp Gagetown, N.B., last summer after spending nearly seven days on Exercise Walkout II. The exercise was part of a Navy-Army program to teach naval aviation personnel what they can expect if they are ever forced down in the bush or behind enemy lines.

The flyers, wearing flying suits and carrying only the normal rations and equipment in the pockets, were put into the bush and left to fend for themselves on a Friday.

Over the week-end they were on their own and attempted to live off the land. When one seaman's rations gave out he killed a porcupine, later reported he didn't like it because it tasted too much like rabbit.

On Monday the Reconnaissance Squadron of the Royal Canadian Dragoons and "D" Company of the 2nd Battalion, the Black Watch, moved into the bush to capture the flyers for interrogation by intelligence officers at a prisoner-of-war cage.

By Wednesday night, two days before the deadline, the Army searchers had captured the 31 flyers before any had reached their own lines. Then followed the interrogations.

Authentic methods were used to drag out the secrets that had been imparted to the flyers before they went into the bush, and when all the bits of information had been assembled it was the intelligence officers' job to assimilate it to see whether they had been given the correct information.

The exercise gave the Navy men an opportunity to pit their wits against the natural enemies of woods, insects, sleeplessness, fatigue and hunger, and it allowed the Army practice in pursuit, capture and interrogation.

U.S. Sailors Help Vancouver Boy

A young lad in a Vancouver hospital whose blood would not clot because of a rare disease received an urgently needed seven more pints of blood because he had a namesake in a United States Navy submarine.

The boy, Leonard Kennedy, had been bleeding for about ten days. The 123 pints of blood that had been transfused had exhausted his blood type at the Vancouver Red Cross bank.

In Vancouver at the time was the USS *Sea Fox*, commanded by Lt.-Cdr. Alfred Kennedy. On his first night in port he read of young Leonard's plight and discovered that he was one of the seven out of a hundred people with the young lad's blood type. He also found six other members of his crew with the same blood type. At the Red Cross donor clinic they found that their seven pints of blood were sufficient to keep Leonard alive for one more day.

Said Lt.-Cdr. Kennedy, "The people of Vancouver are without a doubt the friendliest we've ever encountered in our travels around the world. It was a way to repay our debt."

Nursing Sisters Retire from RCN

Two of the Royal Canadian Navy's senior nursing officers have proceeded

on retirement leave. They are Lt.-Cdr. (MN) Mary E. Nesbitt, Matron-in-Chief of the the RCN since September 1954, and Matron-in-Chief, Canadian Forces Medical Services, since January 1959, and Lt.-Cdr. (MN) A. Mary Morrison, matron, RCN Hospital at HMCS *Naden* since September, 1955.

Lt.-Cdr. Nesbitt was born in St. Stephen, N.B., attended Teachers' College in Fredericton, N.B., and took nursing training at the Royal Victoria Hospital, Montreal.

Before entering the RCN in September 1943 she was the case room supervisor and later operating room supervisor of the maternity wing of the RVH, and for two years operating room supervisor of a children's hospital in Oakland, Cal.

Following her entry into the Navy she served briefly at the RCN Hospital at Halifax, and then was operating room nurse at the naval hospital at Sydney, N.S., until January 1945 when she became assistant matron at the RCN hospital in St. John's, Nfld.

Yesterday's Navy



A Seafire single seater fighter on the flight deck of HMCS *Warrior*, Canada's first aircraft carrier. Capable of a top speed of 400 mph., the Seafire was a naval adaptation of the famous Spitfire. (MAG-60)

She has since served as matron of the Navy ward of the Royal Edward Laurentian Sanitorium, Ste. Agathe, Que., and matron of the naval hospitals at Esquimalt, B.C., and Halifax. She took a nursing administration course at McGill University and then became Assistant Matron-in-Chief in 1953.

Lt.-Cdr. Nesbitt was appointed honorary nursing sister to Her Majesty the Queen in 1956 and serving sister in the Order of St. John of Jerusalem in 1959.

A/Lt.-Cdr. Morrison was born in Ste. Anne de Bellevue, Que., and entered the RCN in 1943.

She has served in various appointments at naval hospitals in *Stadacona*, *Cornwallis*, *Avalon*, *Shearwater*, *Naden* and *Coverdale*.

From July 1953 to August 1955 she served at the RCN Hospital at *Cornwallis* as matron, and then became matron at the RCN Hospital, *Naden*, where she remained until her retirement.

Lt.-Cdr. Morrison has taken up civilian employment as matron at the Bow Island Municipal Hospital, Bow Island, Alberta.

Retired Officers Start Blood Bank

The Naval Officers' Club of Montreal this year set up the first memorial blood bank ever established in Canada.

The bank, known as the Naval Officers' Club Memorial Blood Bank, was established in memory of the late Lt. Leslie R. McLernon, DSC, and other former naval personnel who have died.

Development of the bank was in cooperation with the Red Cross, and at the inauguration ceremony at the Naval Officers' Club several Red Cross workers were on hand to receive donations.

L. R. McLernon, a lieutenant of the war-time navy, contracted a lingering illness that called for long periods of hospitalization and innumerable blood transfusions—blood donated by his friends and the Red Cross.

During this time he told his friends and family that when his health improved he proposed lending every possible assistance to the Red Cross in establishing new blood banks. But he died before his ambition was realized. The Montreal Naval Officers' Club has thus instituted the blood bank to carry out the wishes of Les McLernon.

Lt. McLernon, a native of Toronto and a graduate of McGill, entered the RCNVR in 1939. Appointed to the United Kingdom, he became commanding officer



Chaplain of the Armed Forces (RC), Air Commodore L. A. Costello, signs the guest book of Rear-Admiral H. F. Pullen, during his call on the Flag Officer Atlantic Coast July 12. Chaplain (RC) Joseph Whelly, Chaplain of the Fleet (RC) awaits his turn at the right. On the left is Chaplain (RC) C. B. Murphy, Eastern Command Chaplain (RC). The senior clerics also visited Halifax ships and establishments and Cornwallis. (HS-61705)

of a motor torpedo boat. For his part in the evacuation of St. Valery he was awarded the DSC. The investiture was made by His Majesty King George VI at Buckingham Palace.

Mess Produces News Bulletin

The chief and petty officers' mess in HMCS *Stadacona* produced a calendar of Events up to February 1960, and it was at that time suggested that a mess bulletin be produced from information collected each month.

In April 1960 the first edition of the bulletin in its present form was produced. It consists of eight pages, whose contents inform serving and former chief and petty officers what events are taking place in the mess for the month as well as providing mess, sports and welfare news and articles of interest to the fleet.

Information in most cases originates in the mess, but articles are also donated by the naval information staff and senior officers.

The bulletin is published monthly and has a distribution of 1,200 copies. These are sent to all ships in the Atlantic Command, all naval divisions and all schools and places where chief and petty officers are employed.

The editor of the bulletin is PO James D. Howlett, feature articles are by PO Desmond Harris, mess news by PO Ernie Wells and sports and welfare by PO Frank Guinta.

The cost of the bulletin is partially absorbed by advertisers, and the remainder by the mess. The bulletin is printed by Halcraft Print, Halifax.

Newcomer Wins New Automobile

Only recently arrived in Ottawa from Esquimalt with his wife and two children, Cdr. Leonard Matthewson was the winner of a new car at the Central Canada Exhibition in Ottawa on August 27. And he figured he earned it.

Cars are drawn for each night at the fair. If the holder of the first of the ten tickets drawn fails to show up by 11.30 p.m., the car goes to the next on the list to put in an appearance. The Matthewson ticket was the second drawn and for the four previous nights No. 1 had driven away in the new car.

The tension was such that, after Cdr. Matthewson had been declared the winner, he observed:

"Sometimes, even when you get something for nothing, you pay for it."

Cdr. Matthewson, who is Director of Naval Movements, took up his new appointment on August 29.

40 YEARS AGO

*Life on the lower deck as it was lived
in the early days of the RCN*

Last January *The Crow's Nest* began the publication of a series of articles by Cdr. A. R. Turnbull, RCN (Ret), on life on the lower deck, based largely on his recollections of service in the Royal Navy and Royal Canadian Navy. Subsequent instalments appeared in the March and August issues.

In this, the last of four parts, Cdr. Turnbull deals at length with something which has gone from the Navy forever—coaling ship. This was a task which, today, would chill men's souls. It is quite possible the sailors of today would have the stamina to stand up to the back-breaking job of humping coal for 14 or 15 hours, but could their aesthetic sensibilities endure

the sifting of the coal dust into their hair and clothing, into every nook and cranny of the ship and across the paintwork?

Great credit must go to Cdr. Turnbull for his detailed and careful record of the major and minor details of life in the Navy a half-century ago. A sailor of today on reading the series could not but have a deep respect for the versatility and tenacity of the sailor of yesteryear. At the same time, he may come to the realization that he has far less reason for self-pity than his forebears—and there is nothing in Cdr. Turnbull's writing to suggest that they felt especially sorry for themselves at all.



USTOMS and practices, which have long-since vanished from the service, have been mentioned in previous instalments of this series. A few, some which survive to this day in altered form, will be dealt with in the following narrative.

Pride of ship has been a tradition in the naval service since its earliest days. A sailor may call his ship a "bucket" or worse, but he will be deeply offended by anyone who suggests she is not the best "bucket" in the fleet.

It may be, however, that some of the nautical arts and crafts which the men employed half-a century ago to make their surroundings look "tiddly" are falling into disuse. In those days many of the men took great pride in decorating their quarters or the equipment with which they worked.

The stanchions supporting the deck-head in the messdeck areas were embellished in several ways. The most common method was by covering them, except for the top and bottom ten inches or one foot, with coachwhipping of cod or mackerel line, finished off at the top and bottom with many parted Turk's heads of the same material, or the coachwhipping would be carried out in strips of alternate white drill and blue jean to produce a blue and white diamond checkerboard effect.

The stokers' messdeck stanchions were generally burnished brightly with brass or copper bands at top and bottom. Drawn thread work in canvas to form original designs of mats with ornate

fringes, tied up with red or blue cotton picked out of cotton waste, was often produced by sweepers of seldom-used spaces, such as transmitting stations. These mats showed up well on a well-scrubbed deck, or should the deck be of steel, a brightly burnished one.

Similarly, in boats, the oars were decorated with coach whipping, etc., and fringe work made to fit as curtains in the cabins of the power boats.

The quartermasters, with boatswains' mates and side boys, who were responsible for the accommodation ladders, ship's bell, etc., also expended a great deal of effort on the man ropes of the ladders and the bell ropes, using all kinds of fancy ropework to decorate them.

Grass hammocks:

In the tropics, the service-issue hammock and bedding, allied to the close proximity of the slinging billets, were unbearably hot. Many of the men slung on the upper deck, using the so-called "grass hammock". This originated, I believe, from hammocks used by the natives of Central America, which were made of the local grasses twisted up into cords and then woven into an open-work type of cloth from which the hammocks were made. However, as such material was not generally available, the men of the Navy invented a substitute which served the purpose admirably. A length of netting, with a mesh of about two inches was made from double sail twine, in a similar manner to manufacturing a fishnet. The size was about eight feet in length and four or five feet wide. This, when fitted with

clews and wooden spreaders made an admirable hammock, which would roll up into a small compass when not required and was certainly much cooler to sleep in than a service one.

Fishing:

All ships, as part of the boatswain's stores, were provided with shark hooks and a seine net. In suitable waters, these were often put to use as a form of amusement by the troops.

A shark hook was baited with meat or fish, whichever was obtainable, and the rottener it was the better bait it was considered to be. A two-inch rope was used as a line and a small barricoe attached to it as a float. The whole rig was then cast over the side with the end of the rope secured round a cleat, after being run through a snatch block, situated sufficiently high up to allow the shark, when caught, to be hoisted inboard clear of the ship's side. The catching of sharks was encouraged, as the skin was valuable for scrubbing woodwork, having a consistency similar to rough sandpaper. It was considered better than sand and canvas, which were the normal mediums of getting wooden booms, oars, boats, thwarts etc., to the standard of cleanliness required.

The seine net was taken away in a cutter or whaler to a suitable beach, by a volunteer crew, who then took the opportunity of a "make and mend" to enjoy a picnic on the beach, with bathing and a chance to add fresh fish to the routine rations.

The net was usually about 20 fathoms long by about two fathoms deep, one edge being fitted with cork floats and

the other with leaden weights, to make it hang vertically in the water. At both ends long grass lines were secured. The net was taken out from the beach by the boat, leaving the lines on one end of the net ashore; the net was paid out in the form of a semicircle until the lines at the other end were landed further along the beach. Both sets of lines were then manned and hauled on rather gently, thus reducing the diameter of the net until all the net was ashore. Any fish which had been surrounded by the net were thus caught and hauled up on the beach.

The best catch I ever saw by this method was of herring at Comox, B.C., when more fish were caught at one haul than the whaler could carry.

Individual hand lining over the side was a relaxation often indulged in during the dog watches and provided sport for those who had sufficient patience to carry it out.

Soap and Tobacco

EACH month, generally following payment, soap and tobacco would be issued. This was on a repayment basis, each man in the ship's company being allowed to "pick up" a maximum of four pounds of soap and two pounds of tobacco.

The soap was the ordinary hard yellow soap and cost 4d. a one-pound bar. It was necessary for each man to purchase a certain amount each month in order to do his own laundry, give his share to the mess for general cleaning, pay for articles redeemed from the scran bag, etc. The slang term for soap was "pusser's hard". If a new supply from the manufacturers was received, it was generally of the consistency of cheddar cheese. Being comparatively soft it did not last as long as old stock, which had dried out, often until it was impossible to cut it with a knife. The old soap was preferred generally for its lasting qualities, though it was also that much harder to get a lather from it.

The tobacco issue, which has been described earlier, was duty free and the prices, if I remember rightly, were two shillings a pound for leaf tobacco and three shillings for manufactured.

Canteens:

The canteen was run by a civilian contractor in those days. He had bid for the concession in open competition with others, but, although he held a monopoly, as no other form of trading was allowed in any ship, his prices were subject to approval by a committee of officers (and occasionally some ratings).

He would supply fresh vegetables, fruit, biscuits, cheese, candy, writing materials, shoe laces and all the miscellaneous odds and ends which one normally requires, but which were not available from service sources. As no refrigeration was available, ice cream and soft drinks were impossibilities, but some canteens tried to cater for the thirsty sailor by the sale of "goffers", the sale of beer or similar beverages being prohibited. "Goffers" was a type of primitive soft drink produced by the dilution of non-alcoholic cordials and essences in various fruit flavours, usually highly coloured, at a halfpenny or penny a glass, depending on the flavour or quantity.

To give oneself a treat one would buy "tuppence of cheese" to augment one's supper, or buy a pair of kippers or a



couple of eggs, provided one could arrange with a pal in the galley to cook them.

Civilian brands of cigarettes were also sold duty free in the canteen. These were referred to as "tailormades" as against the "ticklers" made from the issue tobacco.

Mail:

A corporal of marines or a leading telegraphist was detailed to act as postman of the ship. His duties were to provide and sell stamps to the ship's company, to visit the post office at each port at which the ship called, to arrange for the receipt of mail bags arriving for the ship, to clear the mail boxes on board and take the mail ashore to post it. This was a much sought-after job,

as the postman was ashore regularly during working hours and was often requested to carry out commissions ashore in the way of buying goods at various stores, etc., for which he would get some small remuneration from the individual concerned.

As a rule mail arrived in fairly regular large batches. All seagoing ships had the official address "c/o GPO London", where mail was accumulated and then forwarded in bags to ports at which ships were to call, to arrive by the due date. On arrival on board, the master-at-arms and his staff would take charge of it and sort it by messes, on the completion of which it would be piped and a representative of each mess would proceed to the MAA's office and collect it for distribution to his messmates.

In the case of registered mail and parcels a chit would be sent to the addressee in his mess whence he would go to the MAA's office to collect his mail, signing for registered packets and having to open parcels in the presence of the MAA, or one of his staff, to ensure that liquor or other prohibited contraband was not arriving in the ship through the mails.

Coaling Ship



PROFESSIONAL exercises intended to improve the efficiency of the ship's company as a whole were known as evolutions and general drill and were generally competitive between ships in company.

They would include laying out a kedge anchor, preparing to tow, sending a medical officer to a designated ship, "man and arm boats", "out collision mat" and several other standard exercises and drills carried out either against the clock or against other ships. Details of these can be found in the Seaman-ship Manuals of the day, but the one evolution for which it was a matter of real pride to hold a championship was "coaling ship".

This was not an exercise in the usual sense of the term, but a necessity, in that the ship's bunkers had to be replenished periodically.

An enormous amount of organization and hard work went into this, in order that the 2,000 tons or so, which was the usual amount for a battleship of those days to take on at one coaling, should be got inboard as expeditiously and easily as possible.

The method depended on how the coal was brought alongside, whether by collier or lighters or whether the ship had to coal from storage dumps ashore. In



Commander Turnbull describes in the accompanying article the process of coaling ship from a collier alongside. The scene here is of HMCS Niobe coaling from jetty 4 at Halifax around 1914, with the men carrying coal on board in baskets. At the left centre, the ship's band is playing. In the middle distance is the Royal Naval College of Canada. (E-41057)

some foreign ports, the contractor would insist on using local native labour for coaling. This was, for the ship's company, the method most preferred, but no speed records were ever broken this way and it was not considered an evolution.

Irrespective of the method used, certain preparations were necessary beforehand, in that chutes to the bunkers had to be rigged, dumping grounds cleared on the upper deck and so on.

If a collier came alongside, a fairly standard method was used, but if the supply was by lighters, modifications had to be made depending on the size and gear of the lighters. Still further modifications had to be made if native labour was used.

To provide a picture of this arduous business, now happily defunct with the advent of oil as a fuel (and shortly perhaps nuclear energy), a description of coaling from a collier will be given, chiefly in the way it affected lower deck personnel, without too much technical detail.

Preparatory work completely disorganized any semblance of comfort on the mess decks, as, invariably, coal chutes passed through the area occupied by mess tables and benches. This meant that when the chutes were rigged the day before coaling, the mess table was unrigged and the members of the mess must use the deck as a mess table. The chutes usually consisted of long steel tubes, the two halves of which were bolted together. In order to keep as much coal dust as possible off the mess deck the joints had old newspaper pasted over them after the chute was in position.

From various sponsons, gun supports and other odd corners, the coaling gear would be brought out from storage. The gear consisted of whips for the derricks, coal bags, shot mats, straps, wheelbarrows, shovels, and so on, all filthy dirty from previous coalings, as it was impossible to remove all coal dust from them before stowing them away.

The previous day was spent in rigging for coaling. Derricks would be

rigged adjacent to the coal dumping grounds, bunker plates removed, coaling whips rove, shot mats rigged to protect the paintwork from damage by the wildly swinging hoists of coal as they came inboard and sand liberally sprinkled over the deck to assist in the cleaning up after the evolution, as the dust seemed to adhere to the grains of sand and thus not be ground into the wooden deck. All boats were turned in at the davits and huge hazelwood fenders rigged to prevent damage to either ship or collier as they lay alongside each other. Slings were examined and well greased.

The men were detailed off according to the type of collier. If it was a four-hold vessel, each part of ship would work one hold and keen competition existed between them as to which would get most coal in. As stated previously, any old rig was worn for this job.

The general organization resulted in each top having several gangs in the hold spaced equally around it. Two men shovelling, one holding up the bag of



Coaling ship was everybody's job. The bandsmen escaped the actual humping of coal by playing spiritedly all day long; the telegraphists by tallying the coal. The figure at the right, wearing the paper cocked hat to protect his hair, is a "two and a half" or lieutenant of more than eight years seniority. "Lieutenant-commander" had yet to be invented. The picture appears to have been taken on the same occasion as the other illustration accompanying this article. (E-41055)

two hundredweight capacity, in each gang (they rotated these jobs, of course) formed the main working force. A leading hand would "strap up" ten bags to a hoist and pass the signal to the collier's donkeyman to hoist away. Inboard on the dumping ground was another small gang unstrapping and placing the filled bags on the barrows manned by marines and other miscellaneous ratings, who wheeled them away to the chutes leading to the bunkers, and dumped them, returning the empty bags to the dumping ground where they were returned to the hold by the coaling whips.

Telegraphists acted as checkers and tallied the loads as they came inboard. In those early days of W/T, the "touch" of a telegraphist's fingers was supposed to be a very delicate thing and they were thus excused any such heavy manual labour as handling a shovel.

Each hour the amount hoisted in by each "top" was chalked on a board and a couple of boys would take the board round to show each hold how they had progressed. Also, the total input received was hoisted by small signal flags at the yard arm. In order to stimulate the efforts, the ship's band played lively tunes practically all day.

Stowing coal in the bunkers was done by the stokers, who worked by the light

of oil lamps. They had to trim the coal from the bottom of the chute to the furthest corners of the bunker and as the bunker filled, their working space became less and less until eventually they had to crawl out, being unable to work the coal due to lack of space. This must have been one of the foulest jobs in the service.

The length of time occupied by the actual coaling depended on the amount to be received and the conditions of weather and temperature, and an added handicap arose if the collier had not had its "bulk broken"; that is, it was completely full and this coaling was its first discharge. It was always much harder to coal rapidly if one had to "break bulk" because it meant digging into a level surface of coal, whereas if the cargo had been worked before, there was generally a sort of well in the centre and the coal fell down from the sides and was thus easier to shovel.

An old battleship of the King Edward VII class in which I served, HMS *Britannia*, usually coaled about 2,000 tons at a time and we considered it a good rate of coaling if we took in 135 to 140 tons per hour. Thus it will be seen that the time occupied was about 14 hours. We would start to coal at approximately 0500, at the order of the commander: "Hands coal ship, drummer

sound the Advance". At about 0730 there would be a quarter-hour break for breakfast, at 1200 a half-hour break for dinner and supper would not be served until coaling was completed.

As smoking was allowed all day, there was no "stand easy" and fannies of tea would be in continuous supply.

One would suppose that 14 or 15 hours of such continuous heavy labour was a good day's work, but we were by no means finished when the bugler (always officially referred to as the "drummer"), sounded the "Retire", when a cheer went up. The collier would have to be cast off to proceed on her way, and after supper we would commence to unrig and clean ship. This meant hoses washing everything down and the seamen busy with brooms and scrubbers, sweeping the dust-laden water down the scuppers. These unrigging and cleaning duties would occupy us until 0100 or 0200 the following morning. Thus coaling meant about 20 hours continuous hard labour, with brief breaks for meals.

We would then adjourn to the seamen's bathroom where we attempted to clean ourselves and wash our "coaling rig" in one enamelled hand basinful of water, generally cold, following which we turned in, completely tired out.

These strenuous efforts and long hours did not, however, entitle us to any



"lay-in" the following morning; hands would be called at 0530 as usual and the day would be spent washing paint-work with soojie, and scrubbing or maybe holystoning decks so that the ship was practically back to its pristine cleanliness by the end of working hours. Believe me, those were the days when we earned our pay, since coaling took place about once every two or three weeks, depending upon the amount of steaming done.

Ammunitioning ship. This was never considered an evolution owing to the danger involved. To avoid risks in the cause of speed and with the strict safety regulations in force, this was a much more leisurely performance than coaling, though the work was almost as hard.

A few hours passing six-inch shells, each weighing 100 pounds, from hand to hand along a chain of men towards the shell room found the weak spots in one's arms and back.

Awnings



EARLY all ships were supplied with awnings for the larger open spaces of the upper deck. These acted as protection against the sun in the tropics or against rain in any climate. As they were of canvas they provided quite a "sail area" and in bad weather had to be furled to prevent them being carried away.

In many ships it was routine to furl the large quarterdeck awning every night and re-spread it in the morning, because, due to the lack of weather forecasts, it was impossible, except by noting the changes in the barometer and observing the sky, to guess whether the wind might suddenly strengthen during the night. Forecastle awnings were seldom spread in other than tropical climates. The waist and bridge awnings were comparatively small and were left more or less permanently spread.

To spread or furl a quarterdeck awning was a major operation. It called for "both watches of the hands", as the canvas area in the larger ships approximated a quarter or third of an acre, was normally in one piece and weighed over a ton.

A strong wire backbone to support the awning was fitted and the sides hauled out to stanchions around the deck edge. The awning, rolled up, both sides to the middle and stopped up was brought up, on the shoulders of men spaced along it, from its stowage. Hauling-over lines were passed over the backbone and when the awning was un-stopped, secured to the cringles in the leach of the awning. By these lines the awning would be hauled over the backbone and the two leaches hauled out to the ship's side where the lines would be cast off and replaced in the cringles by wire stops led through blocks at the stanchion heads and hauled taut by tackles. A reverse procedure took place for furling.

Should an unexpected rain storm occur, the awning would be "sloped" by hauling down alternate cringles to the deck in order to provide a quick run off for the water.

Conclusion



AFTER reading the foregoing perhaps our modern seamen will appreciate how conditions have improved and will not be tempted to emulate the young ordinary seaman who could just not take it any more and wrote home:

"Dear Mother,

Sell the pig and buy me out. This ship's a b . . ."

But without a doubt he will still be told by the old timers:

"Hardships; you don't know what hard ships are!"

However, in spite of these so-called hard times, ships' companies were generally happy and satisfied with their lot.

Four Short Blasts

Under the heading "Four Short Blasts", the *Admiralty News Summary* quotes a local resident of Port of Belawan, Northern Sumatra:

"The Royal Navy is endeared to me for ever. The sight of a bearded Chief Petty Officer, dressed in white uniform with cap at regulation angle, pipe firmly clenched between his teeth, on a horse which was at full gallop and out of control, was a sight I will remember all my life."

The sound signal, four short blasts, is used in HM Dockyard ports and certain others. It means; "Keep out of my way because I cannot keep out of yours." It is used by ships when entering or leaving harbour to warn harbour craft to keep clear.

A/S Trainer Touring West

A familiar sight to western Canadians, the Royal Canadian Navy's Mobile Anti-Submarine Training Unit 1 is spending the last three months of 1960 visiting naval divisions from the head of the Great Lakes to the foot of the Rocky Mountains.

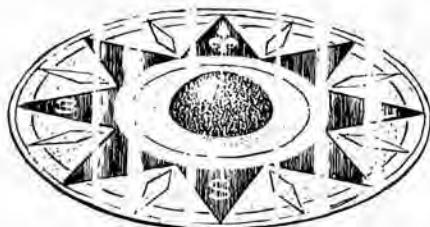
This will mark the fifth consecutive year that MASTU 1 has gone west to train inland naval recruits in the art of anti-submarine warfare.

MASTU is a unique unit housed in two trailers which contain all the necessary equipment to simulate anti-submarine operations hundreds of miles inland from the ocean. Its sonar simulates the sound probe into the ocean depths for a hostile submarine. From its bridge and operations room, trainees issue and execute orders which would bring a destroyer escort into battle with its under-seas opponent. A lighted plotting table shows the progress of the hunt and the success or failure of the attack.

To harry the trainees with the difficulties of a real submarine hunt, special equipment simulates evasive action taken by a submariner who knows he is being searched out by warships above him.

MASTU 1 was developed by the Royal Canadian Navy and built at HMCS Dockyard, Halifax, in 1955. It took to the Canadian highways in the fall of the same year. By the time it completes its 1960 western tour, it will have travelled a total of 40,000 miles on its inland training "cruises".

Based at the headquarters of the Commanding Officer Naval Divisions at Hamilton, MASTU was to leave its base on September 26 to visit naval divisions in Port Arthur, Calgary, Edmonton, Saskatoon, Regina and Winnipeg. It will return to Hamilton December 13.



COMMAND LIBRARY SEMINARS

MORE THAN 700 candidates have taken advantage of the 54 seminars concluded to the end of June, in the Command Library at Stadacona. In addition, three JOTLC classes have undergone intensive studies in the battle of ideas and current affairs generally.

Finding a suitable name for the movement has been difficult. While "Canadian Affairs Seminars" has been the designation, the courses might be described as "Psychological Warfare", "Ideological Awareness", "Semantic Warfare", or "Moral Leadership". The U.S. Navy prefers the last mentioned terminology and has developed a series of intensive courses.

The Stadacona movement is smaller (each seminar lasts two and a half days for volunteers who can be spared) and tries to carry out the spirit of GO 54.00/1. This General Order states:

"Although no formal current affairs program is conducted by the Royal Canadian Navy, Commanding Officers shall ensure that officers and men are kept informed of events of national and world interest. It is particularly important in the light of the present war of ideas that officers and men have an understanding of what they have undertaken to support and what they must be prepared to oppose."

Lt. Cdr. L. B. Sellick, Command Library officer, has described the objectives, methods and attainments of the seminars in these words:

"Half of the course deals with the ideas and values we hold dear and the other half covers the ideas, concepts and techniques that threaten our heritage. Only those current events and happenings that amplify or manifest the basic concepts are stressed. It is by no means a current affairs course.

"The response has been magnificent; people come because they want to. Some even take the seminars in instalments rather than miss the training. Nor has the interest been confined purely to naval personnel. Senior civilians from the dockyard and from the Department of Veterans' Affairs, have attended along with a sprinkling from the Army, Air Force and RCMP. UNTD cadets have shown an unusual interest as evidenced in write-ups in their training journals.

"To save time and cost, wide use is made of films, tape recordings and of course the facilities of the library. It is adult education at its best for these harried times, and it is hoped that the seminars will soon become part of the official training programme. The fighting efficiency of the service will benefit."



The Canadian Nurses' Association held their annual convention in Halifax June 19-24. The opportunity was taken to photograph the present and former Navy nurses among the 1,200 delegates. Front row, left to right, are Lt. (MN) Elizabeth Serson, RCN, Cornwallis; Lt. (MN) Maude Huntington, RCN, Cornwallis; Lt.-Cdr. (MN) Fay Rutledge, RCN (Retired), Civic Hospital, Peterborough, Ont.; Lt.-Cdr. (MN) Mary Russell, RCN, Stadacona; Sub-Lt. (MN) Bridget McCarthy, RCN, Stadacona; Mrs. Shirley Beck Parks, RCN (Retired), Sunset Camp, Sheet Harbour, N.S.; and Mrs. Joan (Kruger) May, RCN (Retired), 13 Burns Ave., Armdale, N.S. Second row: Mrs. Mary (Johnston) Innes, RCN (Retired) Camp Hill Hospital, Halifax; Lt. (MN) Joan MacLeod, RCN, Stadacona; Lt. (MT) Margaret Ball, RCN, Stadacona; Miss Dorothy Carr, RCN (Retired), 1 Diagonal Road, Willowdale, Ont.; Miss Mary Romans, RCN (Retired), Camp Hill Hospital; Mrs. Frances (Smith) Kadey (Retired), 22 Guysborough Street, Woodlawn, N.S.; Miss Lilla Wright, RCN (Retired) Ste. 3423, Quebec Street, Victoria; Miss Joan Russell, RCN (Retired) Upper Fraser Valley Health Unit, Chilliwack, B.C.; Mrs. Beryl (Collins) Campbell, RCN (Retired), 394 Connaught Ave., Halifax; Lt. (MN) Constance Lambertus, RCN, Stadacona; Lt. (MN) Kathleen Howe, RCN, Stadacona; Lt. (MN) Irene Callan, RCN, Stadacona; Lt. (MN) Grace Walker, RCN, Stadacona, and Mrs. Muriel (Cambridge) Robinson, RCN (Retired), Kentville, N.S. (HS-61548)



A scene inside the Manning Depot at Esquimalt. Lt.-Cdr. G. W. Wagland, shown looking over the shoulder of CPO Stanley Briggs, was at the time the picture was taken, Planning and Requirements Officer, but has since been transferred to Naval Headquarters. The other members of the Manning Depot staff at the right are Mrs. Colleen Appleton and CPO David Waddell. (E-55021)

WEST COAST MANNING DEPOT

TODAY, as throughout the history of seafaring, the most important "ingredient" of any ship remains the same: her crew.

The war canoes of the Indians; the long boats of the Vikings; the Spaniards' galleons—they were only as good as the men who sailed them.

No exception to that rule are today's ships of the Royal Canadian Navy. With their radar, sonar, and a host of other complicated electronic devices, it is more important than ever that there be no "round pegs in square holes".

The objective is the manning of HMC Ships by competent crews, with the right man for each job.

How are these ships manned?

Answers to this question in so far as the Pacific Command is concerned can be found in an inconspicuous building in HMC Dockyard at Esquimalt, the main door of which bears the sign: "Manning Depot".

Many and varied are the problems this depot must handle in carrying out duties related to the drafting and advancement of men of the RCN on this coast.

In overall command of the Manning Depot is Commodore H. V. W. Groos, Commodore RCN Barracks at Naden. On the scene at all times, however, is the Manning Commander, Cdr. T. H. Crone. His staff consists of six officers, six chief petty officers, and 12 civilian personnel. Among them, they are responsible for the drafting and the careers of all RCN men within the Esquimalt Port Division, and the manning of all West Coast ships and establishments.

A visitor to the Manning Depot first passes the Manning Commander's office. It is from here that Cdr. Crone authorizes the day-by-day program of his staff. He is always available for discussions with commanding officers of ships and establishments with matters pertaining to the careers of their men.

Next door is the Planning and Requirements Office. There, an officer and an assistant work out problems relating to such matters as the number of men in a particular branch who are needed for higher trade training, and the effect of this on the manning of ships; where to send new entries for their initial

sea training; what to do with the men they will replace; where to find a relief for the cook from a minesweeper who went to hospital that morning.

Here, too, there is the checking and co-ordinating of the monthly muster of all men of the Esquimalt Port Division; the forecasting of gains and losses for the coming year to determine what plans must be made for the immediate future; and a host of other numerical manpower problems.

Requirements appear in the form of numbers of the rank and trade required. Names have to be found to match the numbers.

In the case of men to be trained and advanced in their trade, an officer and his assistant, in the Courses and Advancement Office, select men from lists compiled with great care. These lists place men in order for selection—based on previous qualifications and merits. Recommendations are obtained from the commanding officers of men selected for a course, and final arrangements for holding a particular course are made with the Fleet School of HMCS Naden.

The distribution of individuals is controlled by the drafting officer.

He and his staff of four chief petty officers deal with manning requirements of the fleet as received from the Planning Section. Every effort is made to ensure that each man is fairly treated and given adequate opportunity to gain experience.

Each man must have his share of shore duty, and each, of course, must take his turn at the less popular jobs.

The Navy wants men who, in time of any emergency, will be "at home" in any type of ship. In peace time, the sailor must gain experience in all classes of ships. Thus, each time a ship undergoes a refit, the ship's company is changed.

To assist in the problem of "who to put where", history cards are maintained for each individual. These show his general qualifications, where and when he has served. The history cards are actually a "service life story" of the man, and rosters are carefully kept to show who is next to go to sea, who is next to go to jobs in other parts of the country, and so on.

Add to all of this the requests received for men to serve in certain places because of family problems, men to be landed for release from the service, for higher training, and for hospitalization, and the job of the drafting "Chief" becomes a busy and vital one.

To handle all the correspondence concerning men, and to co-ordinate policy to ensure that all men receive fair and equal treatment of their problems as far as the service will permit, another officer looks after a "policy and administration section".

Here, requests for special drafts are handled. Compassionate cases are investigated and solutions devised. Engagements for further service are processed; applications for release are studied. Questions concerning matters of seniority, men's documents and personnel regulations are answered.

An individual file is kept on each man containing all correspondence relating to him. This, together with the individual's history card, provides the complete story of every sailor.

An officer is appointed as the Manning Depot's Promotion Monitor. His job is to ensure that the twice-yearly assessments of suitability for promotion (on which a man's progress in the Navy depends) are made fairly, and to arbitrate on matters pertaining to promotion—a responsibility vital to the welfare and progress of each man.

All these sections of the depot are co-ordinated in their business by the

Deputy Manning Commander, Lt.-Cdr. J. C. Marston, who oversees the workings of all departments, and all personnel working in the depot.

Careful personnel work ensures that as much effort goes into solving the problem of the lowest rank as that of the highest and that the career man who

has his eyes fixed on higher rungs of the ladder, and proves himself able, encounters the least amount of obstruction.

Only in this way can ships of the Pacific Command be manned with teams whose high esprit de corps will make the Royal Canadian Navy second to none.



The ship's company of the Terra Nova lived through all the horrors of a beard-growing contest during an extended patrol. Results ranged from dense, black, piratical growths to practically zero. In the bottom picture, left and centre, representing the nadir and zenith of the effort are AB Douglas H. Moore, booby prize winner, and PO Roy Bird, first prize. PO D. W. Binger's Fu Manchu production won the prize for the most comical.

TOWN IN THE COUNTRY

THE LIKELIHOOD IS that new entries at *Cornwallis* have never heard a song called "Ten Little Miles from Town", for the reason that its brief popularity dates to the years before the Second World War.

But naval planners of war days may well have had it in mind when they chose the site of what was to become the largest naval training base in the British Commonwealth on the shore of Annapolis Basin—ten miles from Digby and ten miles from Annapolis Royal.

The site was chosen, partly to ease the overcrowding in Halifax, partly to remove the business of training men for war from the distractions of the city and partly to leave room for expansion of the base.

The remoteness from town—so important in assuring that the men under training tended to their knitting—had its disadvantages for the staff, both uniformed and civilian and their families. The ordinary city facilities for entertainment, recreation, shopping and self-improvement just weren't there.

The situation has changed. Now there is an air of self-sufficiency about the base and *Cornwallis* today possesses most of the amenities to be found in any comparable town of 5,000 to 6,000 people.

This has been made possible through the careful and judicious use of non-public funds, i.e., by ploughing the profits of community activities back into community development. The result has been the establishment of one of the largest canteen systems in the Royal Canadian Navy.

The Non-Public Fund Sub-Department, as it is designated, comes under the jurisdiction of the bases' supply officer, Cdr. W. J. Floyd and is directed by Sub.-Lt. William L. Gilbert. It is made up of the Recreation Centre (soda bar, theatre, etc.), the dry canteen and coffee shop and the Hobby Shop. Because of the enormous volume of daily business transactions, these activities, lumped together, are often referred to at *Cornwallis* as the "Million Dollar Business".

The dry canteen, for the most part, serves the needs of ordinary seamen under training and is located in the heart of the training establishment. It stocks both necessities and minor luxuries, such as toilet articles, smokers' supplies, stationery, radios, electric razors, magazines and distinctive clothing (*Cornwallis* sweaters, etc.). This



Captain F. C. Frewer, commanding officer of *Cornwallis*, cuts the ribbon at the official opening of the new coffee shop in the Dependents' Shopping Centre at *Cornwallis*. Equipped to provide hot lunches and light snacks, the new coffee shop has already proved a popular addition to the services of the training base's canteen department. Others in the picture, left to right, are Cdr. W. J. Floyd, supply officer; Cdr. R. W. J. Cocks, executive officer; Cd. Off. W. W. Marcus, canteen officer, and Lt.-Cdr. J. M. Gray, deputy supply officer.



Interior of the groceries section of the Dependents' Shopping Centre at *Cornwallis*.

list omits what, to still-growing new entries, is the most important item of all—the confectionery counter, where they may supplement their naval diet with candies, cakes and pastries, soft drinks and dairy products. These last are dispensed through a brand new dairy bar, where the sailors-in-training and others may buy milk shakes, ice cream, sundaes and so on.

Up the hill in the married quarters is the dependents' counterpart of the dry canteen—the Dependent's Shopping Centre. It includes a groceries, semi-department store and coffee shop. The groceries has been re-styled along the lines of a self-service supermarket and is complete in all departments, having a butcher shop, fresh-frozen food lockers and all lines of canned and packaged foods. The canteen section carries children's clothing, crockery, kitchen utensils, sporting goods, etc. The latest addition to the centre is the coffee shop, which provides personnel living and working in the area with an opportunity to purchase hot lunches and snacks during the working day and early evening. It is similar to a drug store soda fountain except that fish and chips, hamburgers and other short-order dishes are available.

The urgency of hopping the bus for town for relaxation has been taken care of by the Recreation Centre. In it, one finds 12 bowling alleys, billiard tables, a theatre with a seating capacity of 800, a modern, up-to-date library, ping pong tables and a newly-renovated lounge, complete with indirect lighting and comfortable furniture, which may be used both as reading and writing room, or as a cozy dance hall.

The Recreation Centre's soda bar is capable of producing a steak dinner or a hamburger. The room is attractively decorated along the lines of a modern restaurant and has soft music and other touches to give a civilized atmosphere.

The serious-minded can pursue their favourite crafts or hobbies in the Hobby Shop. The building has facilities for woodworking, jewellery making, mat weaving and hooking, leatherwork, model building, painting, copper work etc. Trained artisans are employed to teach these to all comers. The work produced by it is of high calibre and all necessary equipment such as tools, work areas, etc., are available and may be used without cost.

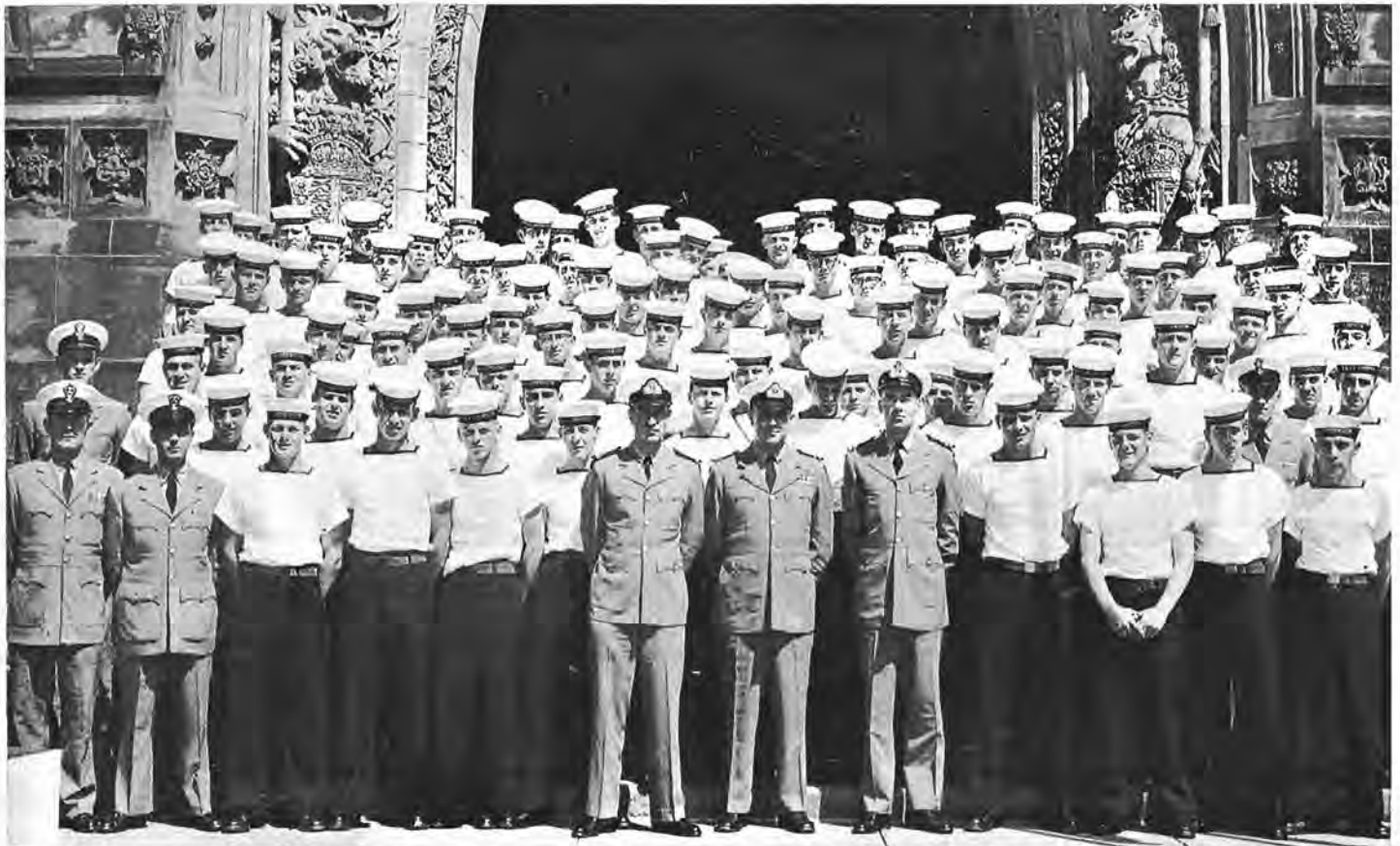
A recent innovation in the Hobby Shop building was the installation of a

self-service laundry. A complete set of ten washing machines and five driers now makes it possible to do a complete wash and have it ready for ironing in 20 minutes. Observing that the standard of dress required in *Cornwallis* is extremely high, this facility has proven extremely popular. The laundry is also available to the residents of married quarters.

In addition to the activities outlined above, subsidiary canteens and a mobile canteen are operated in various departments throughout the base for the purpose of providing refreshment during off work hours.

This brief picture of the basic components of the canteen system in *Cornwallis* indicates that it is an enterprise requiring considerable skill and ability on the part of its management so that it may continue to prosper and develop. The latest program of expansion is a tribute to the personnel concerned with running of the facilities.

The end result is that life at *Cornwallis* is enjoyable and comfortable and if, as it appears, those who have served in *Cornwallis* look forward to doing so again, it may be said that the non-public fund activities are in no small way responsible.



Members of the guard from Cornwallis that presented the sunset ceremony in Canada's capital this summer in observance of the RCN's 50th anniversary are shown here at the entrance to the Parliament Buildings. (O-13017)

Barbed Wire on the Arandora Star

EVENTS of 20 years before were recalled vividly to Vice-Admiral H. G. DeWolf when he chanced to pick up a copy of the *Sunday Express* during a brief visit to London, England, last spring.

Spread across two pages of the metropolitan newspaper was an account of the torpedoing of the Blue Star liner *Arandora Star* on July 2, 1940. The article was of particular interest to Admiral DeWolf, who retired on August 1 as Chief of the Naval Staff, because on that day, two decades earlier, he was in command of the Canadian destroyer *St. Laurent*, which rescued about 850 of the 1,600 prisoners of war and internees borne in the *Arandora Star*.

The account of the sinking was written for the *Sunday Express* by Alistair Maclean, who, since the publication of his successful novel "HMS Ulysses", has made a considerable name for himself as a writer about the sea.

Mr. Maclean's story contains much information which did not appear in the war-time accounts of the tragedy. In particular he draws attention to the loss of life which resulted from the erection of barbed wire barricades along the sides of the ship.

The author's story of what happened (quoted here with the kind permission of the editor of the *Sunday Express*) lays particular emphasis on the presence of these barbed wire barricades.

"Why this appalling loss of life among those who survived the effects of the explosion?" he asks. "Between the times of torpedoing and sinking there was plenty of time for all those on deck to abandon ship, and though there was a swell running, the sea was calm, the visibility excellent, and the wind light; conditions for survival in the Atlantic could hardly have been bettered.

"But still those hundreds died, Why?

"Barbed wire was the tragic reason why.

"The decks of the ship were unrecognizable, surrounded and festooned with an impenetrable barbed wire fencing that turned the *Arandora Star* into a maritime concentration camp.

"Mr. Ivor Duxberry, now a War Department employee, but then Corporal Duxberry of the Welch Regiment PoW unit, said recently: 'I have had a lot of experience with PoW cages, but I have never seen barbed wire erected more expertly than this. It was impregnable

—so closely woven that no space was big enough for a man to get his head through without damaging himself.

"This barbed wire lined the sides of the ship, partitioned the decks—and for many it cut off access to the lifeboats.'

"It cut off access to the lifeboats. One single damning sentence that holds the key to the tragedy of the *Arandora Star*—barbed wire cut off access to the lifeboats.

"Little wonder, then, that security clamped down on all mention of this—what magnificent propaganda it would have made for the Axis!—and people in Britain read officially—blessed reports that the heavy loss of life was due to the panic-stricken cowardice of

German and Italians who fought madly for priority in the lifeboats.

"All of a picked group of recently-interviewed survivors are unanimous in dismissing this allegation as complete nonsense.

"It is difficult to understand why the omniscient authorities of the time deemed this barbed wire necessary—did they expect, perhaps, to prevent some would-be escapers from diving overboard in mid-Atlantic and swimming for the nearest continent?

"Captain Moulton, master of the *Arandora Star*, protested with the utmost violence against the erection of this wire.



"Migosh, is it that late?" Ord. Sea. Nicholas Borsellino, of HMCS Star, the Hamilton division, cocks a quizzical eye at an unfamiliar dial during new entry training in the engine room of HMCS Lanark. (COND-5811)

"'You are sending men to their deaths,' he insisted, 'men who have sailed with me for many years. If anything happens to the ship that wire will obstruct passage to the boats and rafts. We shall be drowned like rats, and the *Arandora Star* turned into a floating death-trap.'

"But the authorities knew better than the man who had spent a lifetime at sea. The barbed wire remained and the *Arandora Star* became a death-trap . . ."

The concluding paragraphs of Alistair Maclean's story tell of the arrival of the *St. Laurent*:

"About noon, a Sunderland flying-boat appeared and circled the area, dropping all it had in the way of first-aid kits, emergency rations, chocolates and cigarettes, and then disappeared to guide the Canadian destroyer *St. Laurent* to the scene.

"All the survivors are unanimous in their praise of the magnificent selfless work performed by the crew of that ship; operating from the *St. Laurent's* boats while the destroyer itself kept constantly on the move to avoid submarines, they scoured the area for hours until they collapsed unconscious over their oars, having driven themselves far beyond the limits of exhaustion.

"In all the crew of the *St. Laurent* picked up and took to safety over 800 survivors, an astonishing feat almost without parallel in the life-saving annals of the sea, almost enough to make one forget, if even only for a moment, the barbed wire and the thousand men who died.

"Almost, but not quite."

The material quoted above from the *Sunday Express* is copyrighted 1960 by Beaverbrook Newspapers.)

South Africans Congratulate RCN

The Jubilee of the Royal Canadian Navy has come to the attention of naval veterans in Johannesburg, South Africa, and the result is a letter, dated August 15, from the Royal Naval Association, Johannesburg branch, addressed to the Chief of the Naval Staff:

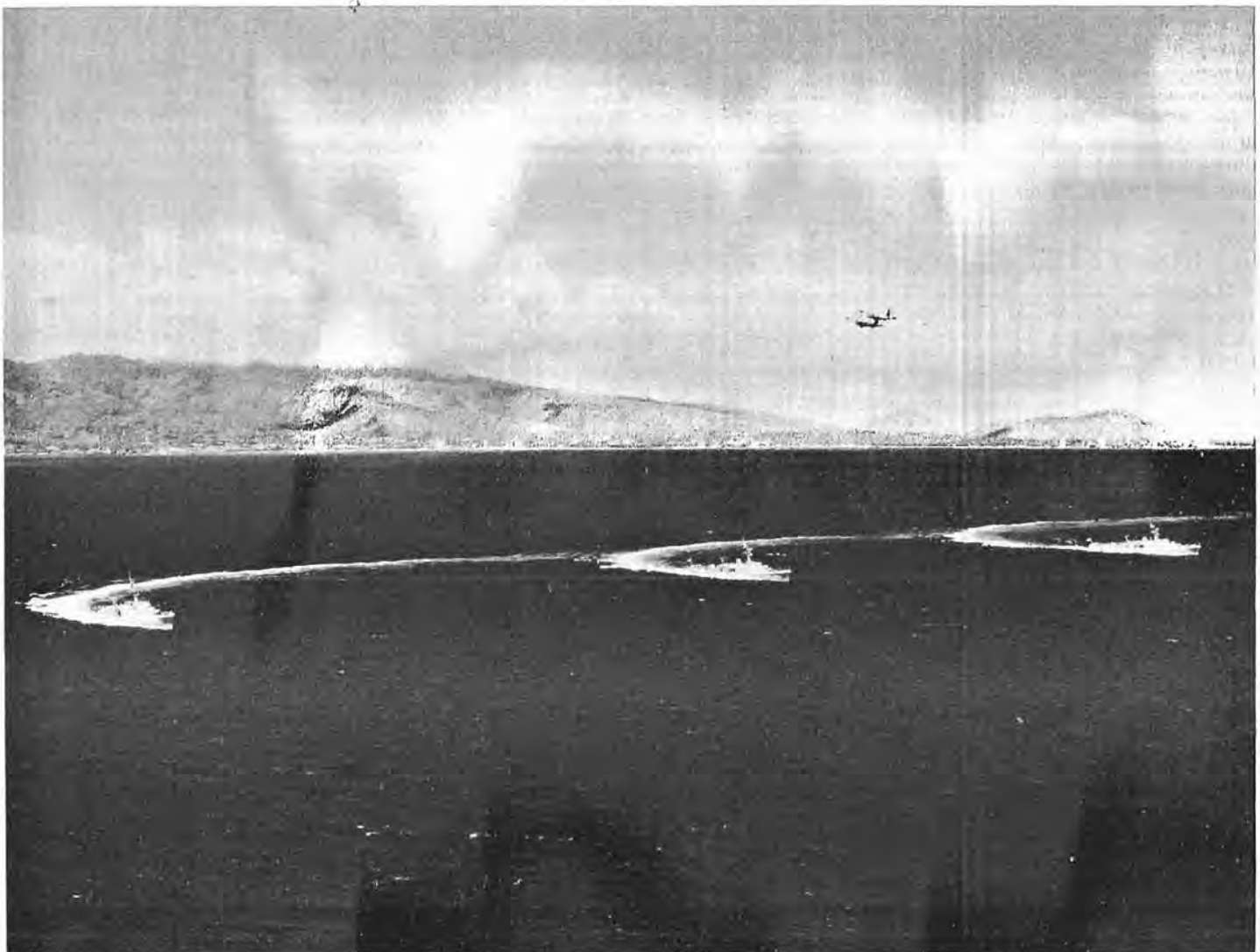
Dear Sir:

On behalf of the Executive Committee and Ship's Company of the above Branch, I would like to extend our congratulations on the occasion of the 50th anniversary of the Royal Canadian Navy.

It gives me personally great pleasure to be sending these congratulations, having had the honour of serving with the RCN throughout the last war.

Yours sincerely,

E. A. PARKER,
Chairman.



HMC Ships Assiniboine, Ottawa and Saguenay (not necessarily in that order) pass Diamond Head and Waikiki inbound to Pearl Harbour. Neptune anti-submarine aircraft—one RCAF and one USN—wheel overhead to welcome the Esquimalt-based ships. The USN, RCN and RCAF held joint exercises out of Pearl Harbour from June 13 to 17. (Official U.S. Navy Photo)

FIRES AT ST. JOHN'S

EVEN today, with modern fire engines and trained firemen to man them, a waterfront conflagration can be a dreadful thing. In bygone years, with wooden buildings filled with inflammable stores lining the docks, there was even more occasion to dread an outbreak of fire.

In recent years Canada's naval dockyards have been equipped with modern fire-fighting equipment, manned by trained personnel, and a high degree of co-operation has developed between civic and naval fire departments.

The picture was rather different in St. John's, Newfoundland, 140 years ago, as Lt.-Cdr. W. E. Clayards, recently appointed in command of the frigate *Swansea*, discovered when he was thumbing through the pages of an antique volume, entitled "Naval Sketch-Book; or, The Service Afloat and Ashore," published in London in 1826.

The work, privately published in two volumes by "An Officer of Rank", gives a lively "on the scene" account of a fire in the town of St. John's and discloses that, then as now, the Navy was ready to lend a hand in fighting the outbreak.

IT HAD BEEN the custom, from the year 1816, for the Governor (the local Flag Officer) to winter with a small naval squadron at the old fishing port of St. John's. At different times during the first three years of this arrangement, the town was "discovered to be on fire," with more than a third of the town being burnt to the ground on at least two occasions. The fires usually coincided with the end of the seasonal fishery and the return of the "Paddies" (most fishermen were Irish) about the time of the first frost.

The wooden town, vast quantities of fish oil in storage, rendering vats bubbling everywhere, and complete absence of fire precautions made certain there were no set of people "so liable to be 'frost-burnt', as the Fishmongers' Company of St. John's." Furthermore, the Governor's attempts at fire precautions were vigorously resisted by the townsfolk, in the local press or through anonymous pamphlets, on the basis of a "civil rights infringement".

Our story begins:

"About the end of the month of August, at midnight, a flame was discovered by the vigilance of the lookout from the flag-ship. The alarm gun was instantly fired, the report of which, echoing among the surrounding hills at so silent an hour of the night, was truly appalling, more particularly as its cause could not be misunderstood. The affrighted inhabitants, suddenly roused from deep sleep, issued forth in dismay from their dwellings at the well-known clang of the fire-bell. Women with children in their arms, many with helpless infants at the breast, were seen flying in every direction—en chemise—for refuge to their more fortunate friends, situated at a distance from the fire—which spread rapidly amongst streets consisting entirely of wooden houses—or to the church, constant asylum on each of these calamitous occasions".

Naval parties were dispatched, provided with buckets, hatchets, hawsers, in fact, everything that could be spared for fire-fighting, with the exceptions of the engines, which were needed to play water on the rigging of the men-of-war moored to leeward of the flames. They were preparing to slip moorings and haul out of reach of the flames and fast falling flakes. The writer observes that, despite the scenes of horror and destruction, some of the townfolk were quite delighted, and goes on to say:

"They who were insured were philosophically passive, and submitted without a murmur; whilst, on the contrary

NAVAL SKETCH-BOOK;

OR, THE

Service Afloat and Ashore;

WITH

CHARACTERISTIC REMINISCENCES, FRAGMENTS,
AND OPINIONS

ON

PROFESSIONAL, COLONIAL, AND POLITICAL SUBJECTS;

INTERSPERSED WITH

COPIOUS NOTES,

BIOGRAPHICAL, HISTORICAL, CRITICAL, AND ILLUSTRATIVE.

BY

AN OFFICER OF RANK.

IN TWO VOLUMES.

VOL. I.

LONDON:

PRINTED FOR THE AUTHOR;
AND SOLD BY H. COLBURN; GEO. B. WHITTAKER;
SIMPKIN & MARSHALL, AND ALL BOOKSELLERS.

1826.

those uninsured were either too irresolute or too furious in their conduct to be practically useful. The rich, awaiting the inevitable destruction of their property, were almost frantic with despair, whilst the poor (particularly the Paddies) were delighted beyond measure at the prospect of plunder which presented itself, and the favourable opportunity now afforded them to retaliate past favours upon their employers".

The local military garrison was equally effective in its fire-fighting efforts, and the two services displayed the greatest coolness and courage in their dangerous task. Even so, their prompt and active assistance was "not only questioned by those whose property our men were endeavouring to preserve, but was even vociferously disputed by one or two democratical demagogues, who literally exhausted the Billingsgate vocabulary of abuse in exciting the lower orders to riot against the troops".

The fire became worse as the wind from the northeast increased and soon

began to jump from building to building. Wet blankets and carpets hung on the sides of the houses proved futile in checking the fire. A naval captain suggested making a breach in the rows of houses (amidst loud protests and cursings from some of the citizenry), but how to do it quickly and safely? The story continues:

"It was proposed by a military officer to blow up, with a few barrels of powder, some of the intervening houses, as the effectual expedient; but this was rejected, notwithstanding the celerity, as appearing to savour too strongly of the belligerent principle".

Axes and saws were useless in toppling the building and—

"At this perilous period, with presence of mind so truly characteristic of the tar, a seaman taking the end of the hawser in his hand, ascended a ladder on the dwelling and succeeded in securing it sufficiently firm round the house. An hundred hands now hastily grappled the rope: the hawser, however it was now

thought, was likely to give way before the house, and it became necessary to attach a second. This was soon accomplished, but the 'miracle' of making a breach in this modern Jericho was reserved as of old, for the clergy; for just then the well known shrill voice of the priest was heard vociferating from the crowd, 'Follow me, boys—follow Father Fitzgerald!' When a phalanx of fishermen flocked around their pastor, their numbers and exertions increasing until (as the priest said) 'every mother's son of them' clapt on both hawsers and, with a hearty hurrah, hurled the building to the ground'."

The writer completes his tale by observing:

"The praiseworthy exertions of the priest thus produced effects doubtless considered miraculous by his flock: useful they were, not only as the means of preventing further destruction of property, but in all probability of saving more souls in this world than ever he was in the next."—W. E. C.



Oh, the humiliation of it! A big twin-rotor helicopter of the RCAF rescues a dinky little Navy chopper from tidal mud flat in Cole Harbour, N.S. The little helicopter was barely damaged, its appearance being due to the fact that it was stripped down and parts and pilots were taken ashore in another RCAF machine. Through its tears, the RCN air station, Shearwater, sent this message to RCAF authorities: "The prompt, efficient and timely assistance provided today by Station Greenwood in the evacuation of an otherwise inaccessible crashed helicopter was very much appreciated." (DNS-25885)

HERE AND THERE IN THE RCN



Two generations of one naval family have spanned the career of a RCN warship. Ord. Sea. David Mofford, left, began his naval career this year in the frigate Outremont 17 years after his father commissioned her for service in the Second World War. His father, Cdr. C. L. Mofford, right, who is comptroller on the staff of Commanding Officer Naval Divisions, Hamilton, commissioned the Outremont at Quebec City on November 27, 1943, as navigating officer. David, a 16-year-old student at Burlington's Nelson High School, who joined the naval reserve this spring, took his new entry sea training in the Outremont while she was attached to the Great Lakes Training Centre at Hamilton. Another son, R. L. Mofford, is an air-fitter at Shearwater. (COND-5975)



Pictured here with his family is Group Captain Alan F. Avant, RCAF, new Commandant of the Canadian Services College, Royal Roads. Their three children are Larry, 11; Patsy, 9; and Donnie 3½. Group Captain Avant was formerly with the directing staff of the RCAF College, Toronto. (E-57398)



Sailorettes in the annual Pacific Command regatta. In the background is the frigate Ste. Therese. (E-57211)



These specialists are taking the art of submarine warfare to naval reservists in western Canada this fall with the aid of the RCN's mobile anti-submarine training unit housed in two trailers. They are (left to right) back row: PO Robert LaFramboise, CPO Thomas Elstone and PO Norman Keane; front row: AB Irving Watson, Ldg. Sea. Carl Fuller, and Ldg. Sea. John Fairservice. (COND-6004)



Students of St. Thomas Aquinas School and "Teen Aires" from RCAF Gorsebrook, Halifax, were given a tour of Halifax harbour and the North West Arm in a yard craft of the RCN on June 10. Some of the passengers in the yard craft are shown here, including Lt. (MN) Margaret Page, RCN(R), of Griffon, Port Arthur naval division, who was their guide. (HS-61442)



Cdr. F. J. Jones turns over command of HMCS Cape Scott, Halifax-based repair ship, to Cdr. A. H. Rankin, seated, on August 24. Cdr. Jones subsequently took up the appointment of Staff Officer (Shipping Control) at Naval Headquarters in Ottawa. (HS-61912)



More than 100 adults and children received the Sacrament of Confirmation on the evening of June 16 at Our Lady of Fatima Church in Shannon Park from Most Reverend J. G. Berry, Archbishop of Halifax. Roman Catholic chaplain of the Naval Married Quarters is Rev. Regis Pelletier. (HS-61482)

THE NAVY PLAYS

5th Escort Group Softball Champs

Softball players from the Fifth Escort Squadron are now the Fleet softball champions.

They defeated the Ninth Escort Squadron by one run, final score 5-4.

They then defeated HMCS *Cape Scott* by the same score to win the title and the privilege of representing the Fleet in the Tri-Service Softball Tournament at RCAF Station, Greenwood, September 23 and 24.

Terra Nova Takes Up Lawn Bowling

Shades of Sir Francis Drake.

What may be the first lawn bowling association in the RCN was organized in the *Terra Nova*, while in U.K. waters last summer. They not only challenged Scotland's Uddington Lawn Bowling and Tennis Association in Glasgow, but went on to defeat them by a score of 18 to 12.

The match, which was acclaimed as being the most enjoyable ever, may have launched a new era in RCN sporting circles.

The defeated Scots took it in good part, entertained the victors after the game and presented them with a trophy.

Stadacona Takes Soccer Title

Stadacona battled *Cornwallis* in the Tri-Service soccer finals to a 4-2 standstill to take the trophy in mid-September.

The game was one of four played at *Cornwallis* in which *Stadacona* defeated *Gagetown Army*, 6 to 3, *Cornwallis* whipped *Sixth Submariners*, 3 to 0, *Sixth Submariners* downed *Gagetown* 6 to 4, and, in the finals, *Stadacona* beat *Cornwallis* 4 to 2.

Game three, between *Sixth Submariners* and *Gagetown* was a consolation game.

Oldsters Unbeaten In Softball Loop

Probably proving that there is lots of life in the Old Boys yet, the *Cornwallis* chief and petty officers' softball team remained undefeated in 11 games



HMCS *Terra Nova* has produced what perhaps is the first Lawn Bowling Association in the RCN. Front row, left to right, CPOs Stanley F. Lawrence and W. S. Taylor. Back row: CPOs John E. Underdown, Sid Crossley and Roger Curtis. (CCC-5-410)

of league, semi-final and final play during the year.

In the semi-finals, in October, they won in the first two games, against *Communications School*, 18 to 17 and 20 to 12.

In the finals, which was a best three out of five series, the story was much the same. The C & POs clobbered the ship's company 9 to 2, 12 to 8, and 12 to 1.

New Entries Form Football League

A four-team *Cornwallis* New Entry Football League, with teams from *Fraser*, *Skeena*, *St. Laurent* and *Kootenay* divisions, got off to a start in mid-September with the first ball being kicked by the Flag Officer Atlantic Coast, Rear-Admiral K. L. Dyer. Captain F. C. Frewer, commanding officer of *Cornwallis*, held the ball.

During September *Fraser* battered *Skeena* division to a 6 to 0 shutout, *St. Laurent* shut out *Kootenay* 14 to 0 and stopped *Fraser* 13 to 6, *Kootenay* whipped *Skeena* 21 to 7, *Fraser* downed

Kootenay 13 to 6 and finally *St. Laurent* kept *Skeena* in the cellar by a 26 to 0 defeat.

The league's 12 games of play were to terminate on November 11 with a final exhibition game.

Sea Cadets Vie At Toronto Regatta

Twelve Ontario sea cadet corps, along with four corps of sea rangers from southern central Ontario took part in a regatta held at HMCS *York*, Toronto naval division.

RCSCC *Illustrious* of Weston won the trophy for amassing the most points, which included track and field as well as the conventional water contests.

Track and Field Honours to Navy

The B.C. area tri-service track and field meet, held in mid-September at *Naden*, saw a strong Navy contingent sweep aside opposition to capture nearly all the events. Navy was also winner of the 1959 meet at Sea Island, Vancouver.

RETIREMENTS

PO GEORGE ANDREW ANDERSON, P1WS3, of Youngstown, Alta., joined September 16, 1940; served in *Naden, Royal Roads, Lockeport, RCN College, HMS Haro, HMS Chatham, HMS Puncher, Burrard, (ML 127), Burrard (CN 482) Kalawalka, Bytown, Ontario*; awarded CD; retired September 15, 1960.

CPO BEAULIEU JOSEPH ARCHIBALD BONNEAU, C2ER4, of Ituna, Sask., joined September 16, 1940, served in *Naden, Prince Henry, Stadacona, Sorel, Fort Ramsay, Red Deer, Cornwallis, Hochelaga II, Chaleur II, Cape Breton, La Salle, Crescent, Rockcliffe, Antigonish, Sioux, Skeena*; awarded CD; retired September 21, 1960.

CPO WALTER JAMES BOND, C2BN3, of Halifax, N.S.; joined September 9, 1935; served in *Stadacona, Champlain, St. Laurent, Skeena, Saguenay, Niagara, Charney, Cornwallis, Dundas, Nipigon, Q075, Dunvegan, Hamilton, Hochelaga, Runnymede, Nene, Niobe, Peregrine, Donnacona, Portage, New Liskeard, Haida, Algonquin, Nootka*; awarded CD; retired September 8, 1960.

PO JOHN WILLIAM BIELBY, P1BN3, of Regina, Sask., joined RCNVR September 7, 1939; transferred RCN July 25, 1940; served in *Div Str. Regina, Naden, Haro, Leola, Vivian, Stadacona, Sleepy Cove, Hepatica, Niobe, Mimico, Forest Hill, Avalon, Hespeler, Stratford, Peregrine, Cornwallis, Sans Peur, Scotian, Iroquois, Warrior, Magnificent, Toronto, Quebec*; awarded CD; retired September 16, 1960.

CPO RICHARD ALFRED CADDELL, C2ER4, of New Westminster, B.C.; joined RCNVR December 5, 1933, transferred RCN April 18, 1942; served in *Vancouver div., Naden, Ottawa, Niobe, Stadacona, Burlington, Haida, Peregrine, Scotian, Sioux, Givenchy, Ontario, Rockcliffe, ML 124, Beacon Hill, PTC 724, Antigonish, Crusader*; awarded CD; retired September 13, 1960.

PO ALBERT WILLIAM CARROLL, P1ER3, of Ottawa, Ont.; joined RCNVR November 22, 1938; transferred to RCN November 5, 1945; served in *Ottawa div., Stadacona, St. Francis, Cornwallis, Iroquois, Hochelaga, Royal Mount, Peregrine, Scotian, Niobe, New Liskeard, Portage, Catarqui, Magnificent, Huron, Micmac, Gloucester, Haida, Buckingham, Cape Breton, Bytown (Camp Borden), Bytown*; awarded CD; retired September 29, 1960.

CPO SIDNEY DOBING, C1BN4, of Edson, Alta., joined RN May 10, 1939; transferred RCN June 22, 1941; served in *Niobe, Stadacona, Ottawa, Avalon, Pictou, Peregrine, Royal Mount, Naden, Woodstock, Givenchy, ML 124, Antigonish, Naden, (PTC 724), Elk, Digby, Athabaskan, Unicorn, Margaree*; awarded CD; retired September 2, 1960.

CPO JOHN DOE, C2ER4, of Banff, Alta., joined RN Sept 2, 1938; transferred RCN March 29, 1944; served in *Niobe, Saskatchewan, Stadacona, Assiniboine, Scotian, Peregrine, J1608, Crusader, Naden, Ontario, Rockcliffe, (Diving Tender No. 2), Rockcliffe, Cayuga, Oshawa, Skeena*; awarded Long Service and Good Conduct Medal; retired September 1, 1960.

PO CLIFFORD ARTHUR DOREY, P1WS3, of Saint John, N.B., joined RCNVR October 28, 1937, and transferred to RCN September 20, 1946; served in *Saint John div. str., Stadacona, Rayon d'Or, Chaleur II, Lynx, Venture, Agassiz, Peregrine, Uganda, Scotian, Sans Peur, Iroquois, Portage, Magnificent, Wallaceburg, Quebec, Cornwallis, Assiniboine, Crescent*; awarded Long Service and Good Conduct Medal and CD; retired September 27, 1960.

CPO RUSSELL ALEXANDER HURST FRASER, C1RS4, of Saskatoon, Sask., joined RCNVR March 23, 1938, transferred RCN June 3, 1944; served in *Div. Str. Saskatoon, Stadacona, Assiniboine, Wasaga, St. Hyacinthe, Portage, Bytown, Gloucester, Coverdale, Churchill, Naden, Gander, Frobisher*; awarded CD; retired September 4, 1960.

CPO JOHN HUGHES, C1ST4, of Blackburn, Lancashire, England, enlisted at Hamilton, Ont.; joined RCNVR September 7, 1939, transferred RCN December 1, 1941; served in *Naden, Ottawa, Stadacona, Saguenay, Reindeer, St. Hyacinthe, Assiniboine, Peregrine, Micmac, Scotian, Haida, Shearwater, Cornwallis, Donnacona, Hochelaga, Crescent*; awarded CD; retired September 6, 1960.

CPO GEORGE EDWARD JAMIESON, C1SN4, of Toronto, Ont.; joined RCNVR March 23, 1938, transferred RCN November 25, 1940; served in *div str. Toronto, Stadacona, Venture, French, Hepatica, Drummondville, Cornwallis, Royal Mount, Kirkland Lake, Peregrine, Bytown, Iroquois, Portage, York, Haida, Swansea, Crescent, Wallaceburg, Niagara, Shearwater, Magnificent, Star*; awarded CD; retired September 9, 1960.

CPO LESTER EVERETT LAMBERT, C1ST4, of Halifax, N.S.; joined RCNVR September 15, 1939; transferred RCN December 8, 1940; served in *Stadacona, Avalon, Peregrine, S343, Uganda, Givenchy, Dartmouth, RCNAS, Niobe, Magnificent, Shearwater, York*; awarded CD; retired September 14, 1960.

CPO JAMES LAYTON, C2SG4, of Newcastle, Durham, England, enlisted at Forest, Ont.; joined September 9, 1935; served in *Stadacona, Champlain, Saguenay, HMS Victory, HMS Boscawen (Hebe), Ottawa, HMS Pembroke, Niagara, HMS Drake, St. Hyacinthe, Venture, Halifax, Matapedia, Peregrine, Scotian, Magnificent, Haida, Cornwallis, St. Laurent, York*; awarded Long Service and Good Conduct Medal; retired September 8, 1960.

PO FREDERICK McRAE MASSIE, P1ER4, of Grand Forks, B.C.; joined September 16, 1940; served in *Naden, Prince Robert, New Westminster, Miramichi, Givenchy, CN 377, Beaconhill, Port Hope, Peregrine, Petrolia, Stadacona, Uganda, Rockcliffe, Ontario, Sault Ste. Marie, Magnificent, Sussexvale, Cornwallis, New Glasgow*; awarded CD; retired September 15, 1960.

CPO HAROLD MURRAY MINCKLER, C2ER4, of Victoria, B.C.; joined September 16, 1940; served in *Naden, Stadacona, HMS Ramillies, HMS Tyne, Niobe, HMS Drake, Ville de Quebec, Hochelaga, Middlesex, Cornwallis, Peregrine, Stonetown, Levis II, Givenchy, Ontario, Antigonish, Crescent, Rockcliffe, Swansea, Micmac, Sioux, Fraser*; awarded CD; retired September 15, 1960.

PO WILFRED HENRY ONYETT, P1CK3, of Huntsville, Ont.; joined RCNVR September 7, 1940, transferred RCN September 8, 1945; served in *Stadacona, Chaleur (Anna Mildred), Chaleur, (Cleopatra), Shawinigan, Cornwallis, Peregrine, Sioux, Uganda, Warrior, Magnificent, New Liskeard, Shearwater, Haida, La Hullose*; awarded CD; retired September 13, 1960.

CPO RICHARD EUSEBE PATE, C1SN4, of River Bourgeois, N.S.; joined September 16, 1940; served in *Naden, Stadacona, French, Cornwallis, Restigouche, Niobe, Ribble, Peregrine, Scotian, Micmac, Haida, Nootka, La Hullose, Labrador, Bytown, Donnacona, St. Laurent*; awarded CD; retired September 15, 1960.

CPO JOHN WILLIAM COULSON POTTINGER, C2ST4, of Calgary, Alta.; joined RCN April, 1940; served in *Naden, Wetaskiwin, Kamloops, Stadacona, Sudbury, Venture, Baddeck, Trillium, Avalon, Eastview, York, Tecumseh, Carleton, Bytown, Coverdale, Cornwallis, Athabaskan, Discovery, Donnacona, Hochelaga, Skeena, Sussexvale*; awarded CD; retired September 17, 1960.

CPO EDWARD STANLEY PRATT, C1RM4, of Toronto, Ont.; joined RCNVR August 14, 1939, transferred RCN August 14, 1944; served in *Stadacona, Fundy, NOIC Saint John, Cartier, Cuptor II, Moose Jaw, Brockville, St. Hyacinthe, Niobe, Saskatchewan, Columbia, HMS Mansfield, Prince Rupert, Nootka, Star, Magnificent, La Hullose, Crescent, Cornwallis, Shearwater, Quebec, Patriot, York*; awarded CD; retired September 11, 1960.

CPO HENRY ERNEST SMITH, C2HT4, of Bane Harbour, Nfld.; joined RCNVR June 18, 1930, transferred RCN September 6, 1944; served on *div. Str. Halifax, Stadacona, Arras, Venture, Collingwood, St. Anne, Sankaty, Hamilton, Amherst, Avalon, Peregrine, Scotian, Haida, Huron, La Hullose, Wallaceburg, New Liskeard, Cape Breton, Algonquin*; awarded Long Service and Good Conduct Medal September 2, 1943, and CD; retired September 9, 1960.

PO CLIFFORD JOSEPH STEPHENSON, P1BN4, of Victoria, B.C.; joined September 16, 1940; served in *Naden, Stadacona, Cartier, Snowberry, Protector, Cornwallis, Scotian, Westmount, Peregrine, ML-124, Discovery, Ontario*; awarded CD; retired September 15, 1960.

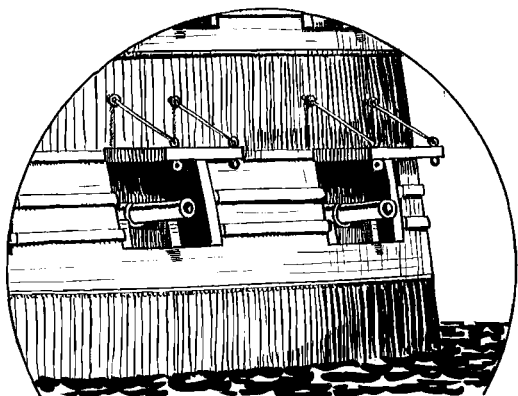
CPO GORDON DENNIS TAYLOR, C1ET4, of Victoria, B.C., joined September 5, 1939; served in *Naden, HMS Vernon, Victory, Niobe, Stadacona, Saguenay, Cornwallis, St. Laurent, Uganda, Rockcliffe, Athabaskan, Crescent, Assiniboine*; awarded CD; retired September 4, 1960.



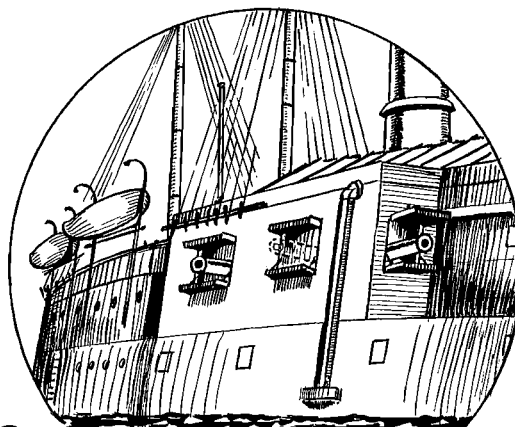
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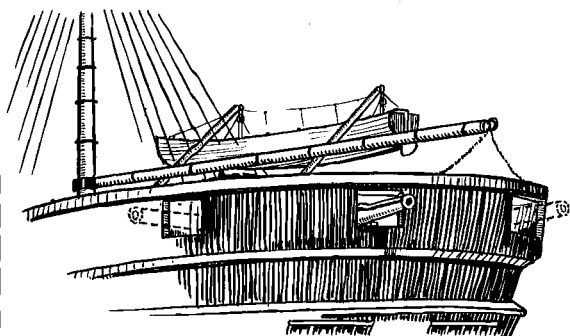
DEVELOPMENT OF NAVAL ORDNANCE:
FROM 3-DECKER TO TURRET
SHIP



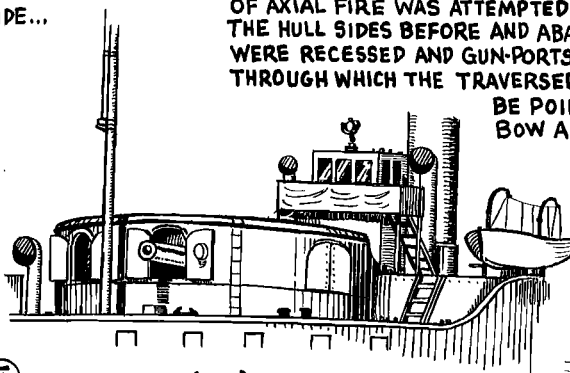
- ① THE OLD WOODEN-WALLS MOUNTED THEIR GUNS IN ROWS ON THEIR GUN DECKS, EACH FIRING THROUGH ITS OWN GUN-PORT. THEY COULD NOT BE AIMED, THE SHIP HAVING TO LAY ALONGSIDE ITS ADVERSARY TO DELIVER A BROADSIDE...



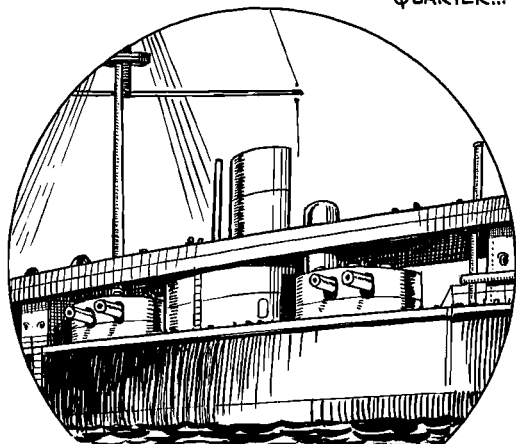
- ② AN EARLY ATTEMPT TO INCORPORATE SOME DEGREE OF AXIAL FIRE WAS ATTEMPTED IN HMS RESEARCH (1864). THE HULL SIDES BEFORE AND ABAFT THE BOX BATTERY WERE RECESSED AND GUN-PORTS CUT IN THE BULKHEADS THROUGH WHICH THE TRAVERSED GUNS COULD ALSO BE POINTED TOWARDS THE BOW AND STERN...



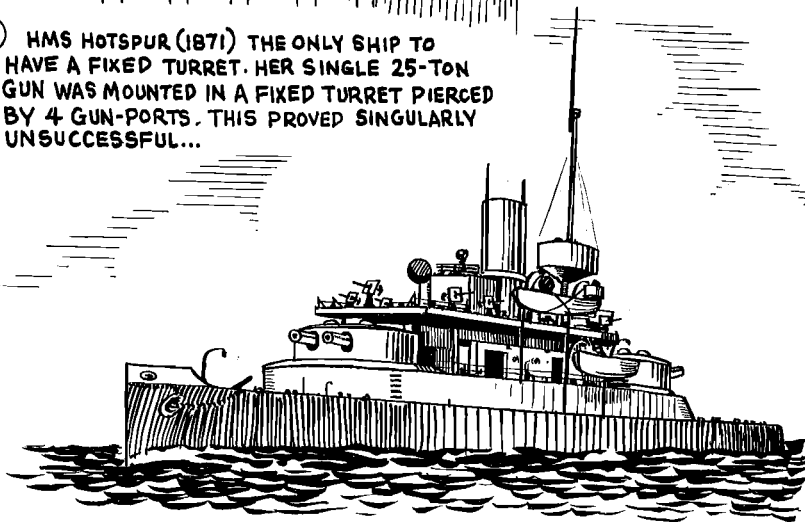
- ③ THE AFT 7-INCH GUN OF HMS DEFENCE (RE-ARMED 1867) WAS MOUNTED ON AN ELABORATE SYSTEM OF TRACKS SO THAT IT COULD BE FIRED THROUGH 2 STERN PORTS, AND ONE ON EACH QUARTER...



- ⑤ HMS HOTSPUR (1871) THE ONLY SHIP TO HAVE A FIXED TURRET. HER SINGLE 25-TON GUN WAS MOUNTED IN A FIXED TURRET PIERCED BY 4 GUN-PORTS. THIS PROVED SINGULARLY UNSUCCESSFUL...



- ④ HMS MONARCH (1869)...THE FIRST BRITISH SEA-GOING TURRET SHIP. HER FOUR 12-INCH GUNS WERE MOUNTED IN 2 MIDSHIP TURRETS...BUT THE OLD "BROADSIDE" CONCEPT DIED HARD, AND THESE GUNS COULD STILL NOT FIRE AHEAD OR ASTERN, BUT ONLY IN LIMITED ARCS ON EITHER BEAM...



- ⑥ HMS CERBERUS (1870)..THE FIRST BRITISH WARSHIP WITH A CENTRAL SUPERSTRUCTURE AND FORE AND AFT TURRETS. A MONITOR OF 3,340 TONS, SHE CARRIED FOUR 10-INCH 'MLR' GUNS AT 9.75 KNOTS. SHE PROVED THAT A FEW TURRET GUNS WERE MORE EFFECTIVE THAN MANY FIXED BROADSIDE GUNS. SHE WAS THE FORERUNNER OF THE 20TH CENTURY BATTLESHIP...

Roger Duhamel

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