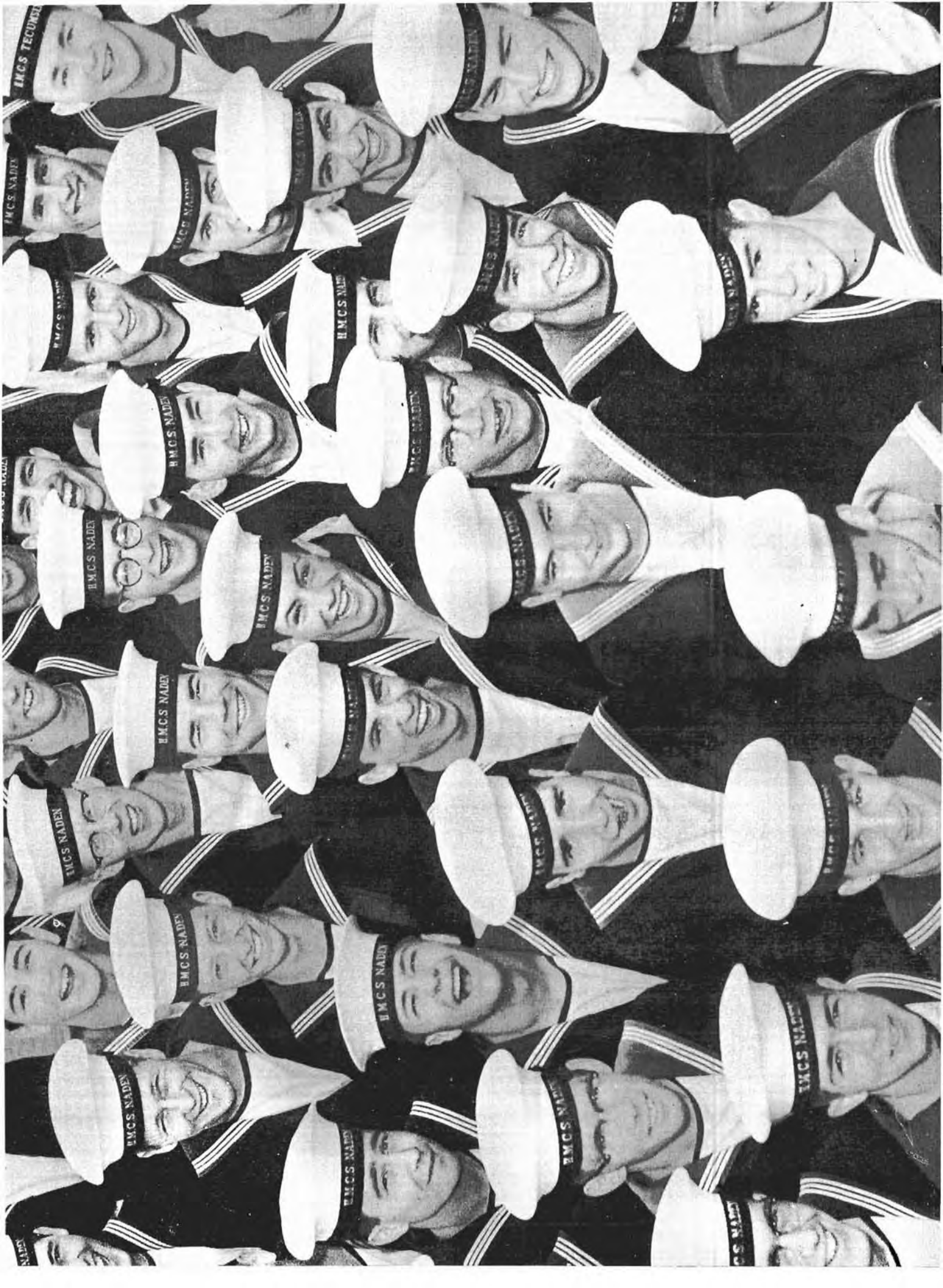


The CROWSNEST



Vol. 8, No. 11

September, 1956



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THE ROYAL CANADIAN NAVY'S MAGAZINE

SEPTEMBER, 1956

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SMILES OF THE MONTH

Someone must have told a whale of a good joke. Or, perish the thought, a sedate and highly respected officer may have come a cropper on a grease patch. Let no disloyal idea, such as the latter, enter any mind as they gaze on the scene on the opposite page of a lot of good-looking sailors deriving a great deal of wholesome enjoyment from something or other.

Of course, whether the hilarious outburst was provoked by grease patch or grease paint, the picture reveals that, despite the uniform, despite stern naval discipline, despite all the fears of persons not acquainted with service life, the sailor remains an individual. He can take his jokes or leave them.

You will observe here the abandoned hilarity of some, the cheerful enjoyment of others. And you will notice the subdued amusement of still others which expresses the thought: "That was a darn good joke the first time I heard it. Don't mind hearing it again at all."

Whatever the occasion, whatever the jest, the conclusion can be safely drawn that life at *Naden* can't be too bad after all. (E-36663)

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The Cover—Three ships of the Second Canadian Minesweeping Squadron furrow the waters off Vancouver Island. Preparedness against an unseen and treacherous enemy, the mine, in all its deadly modern forms, is the objective of the wood-and-aluminum sweepers of the Royal Canadian Navy. The three pictured here are the *Comox* (foreground), *James Bay* and *Fortune*. (E-36375)

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RCN NEWS REVIEW

The Arctic sun was setting as a party from the Labrador raised this radar beacon on the shore of a barren northern island. (LAB-1672)

Commodore Wright Naval Comptroller

Commodore (S) Rupert Antony Wright took up the appointment of Naval Comptroller and member of the Naval Board at Naval Headquarters on August 15. He had been attending the National Defence College at Kingston, Ont., since September 1955.

The post of Naval Comptroller is a new one intended to ensure that the most effective use is made of manpower, matériel and financial resources available to the RCN in carrying out approved policies and programs.

Captain (SB) George A. Woolcombe, Director of Naval Organization, has been given the additional appointment of Deputy Comptroller.

Captain (S) Donald McClure, who has been Deputy Supply Officer-in-Chief, was appointed to staff of the Naval Comptroller as Director of Naval Program Control, effective August 13.

Crew of Submarine Half Canadian

Thirty Canadians are among the crew of 60 in HM Submarine *Alliance* which arrived in Halifax September 11 to join the 6th Submarine Squadron which is probably one of the busiest in the world.

This is the greatest proportion of Canadians yet to arrive in any of the British submarines serving on the Canadian Atlantic Coast. As training of Canadians in the United Kingdom progresses, subsequent units of the squadron are expected to contain even higher percentages of Canadians.

A Naval Headquarters message welcomed the *Alliance*. "The Naval Board

welcomes you to Canada," it said, "and trusts that your period of operations with the Royal Canadian Navy will be happy and fruitful."

From the *Alliance*, commanded by Lt.-Cdr. H. R. Clutterbuck, RN, came the reply: "Your kind signal was much appreciated by all on board. We look forward to becoming an integrated and useful member of the RCN."

The *Alliance* replaces the *Ambush*, which returned to the U.K. in May after

serving as one of the original three members of the Squadron. The *Alliance* made the crossing from Portsmouth in eight days and, in little more than a week following her arrival, had begun her new duties.

Cdr. W. T. J. Fox, senior officer of the squadron, commenting on the new arrival, said "there are probably no submarines in the world, certainly none in the NATO fleets, busier than three based at Halifax."

The other two members of the squadron, the *Astute* and the *Alderney* were at sea for Exercise New Broom VI when the *Alliance* arrived.

The 6th Submarine Squadron was formed at Halifax March 15, 1955, under Canadian operational control and has since been employed in anti-submarine training exercises with units of the RCN and with aircraft of the Royal Canadian Air Force and in NATO exercises in North Atlantic waters.

All are "A" class submarines with a displacement of about 1,120 tons each and snorkel-equipped.

Topsy-Turvey Ship Challenged

Steaming through the southern stretches of Foxe Basin, the Arctic patrol ship *Labrador* recently challenged an upside-down icebreaker in the sky—and got an answer.

The incident occurred when the *Labrador* was nearing a rendezvous with the American icebreaker, USS *Edisto*, and her convoy of DEW-line supply vessels. The convoy was still well below the horizon when the *Labrador's* look-outs spotted the image of the U.S. ship hanging mast down from the sky.

Roof Provided For Veteran

A partially blind naval veteran living in Montreal has a sturdy roof over his head these days and he now knows that naval divisions have a keen interest in naval veterans, that personnel at *Donnacona*, Montreal naval division, have his welfare at heart and that the RCN Benevolent Fund is there to assist him.

The veteran's roof was in a bad state of repair and, unable to renovate it himself, he appealed to the Benevolent Fund for assistance.

PO J. C. Reid, RCN shipwright at *Donnacona*, heard of the request through the Staff Officer and offered to organize a roofing party of Reserve shipwrights to get the job done, with the fund paying for the materials.

Fixing Saturday, August 11, as R-(for repair) day, four men, CPO L. J. Fett, PO D. C. Hurst, PO B. G. Huculak and PO R. L. Cobb, led by PO Reid, worked all day to leave the roof well fortified against the whims of Montreal weather.

The strain on the Benevolent Fund was further eased when through the commanding officer, Commander A. R. Webster, RCN(R), the materials were obtained at cost and transportation to and from the site was provided.

The *Labrador's* signalman sent the official challenge by signal lamp to the phantom icebreaker and received the official down-to-earth reply, although hours of steaming still separated the two ships. Marked temperature differences between layers of the air over the sea were responsible for the mirage.

It was not until the next morning that the *Labrador* rendezvoused with the convoy and the supply ships were formed into two columns for the rest of their journey to the beaches where they would unload their DEW-line supply.

For weeks previous to their arrival the *Labrador* had been surveying beach approaches, setting up beacons and markers and clearing obstructions. The freighters lie offshore and the cargo is transferred to landing craft, which carry the supplies to the prepared beaches.

In contrast to last year, ice conditions were excellent and the supply convoy completed the last portion of its journey with little difficulty.

Navy's Share in Research Told

Work done by the National Research Council of Canada on behalf of the Royal Canadian Navy and instances in which the Navy has been able to reciprocate by assisting the work of the Council are recorded in the 39th annual report of the NRC, recently off the press.

Reference is made to cosmic ray measurements taken during the maiden cruise of HMCS *Labrador* in the Arctic during 1954. On the return of the *Labrador*, these experiments were continued on board the USS *Atka* in the Antarctic.

The results of the measurement have been analysed and, according to the report, "they show in a striking way that the earth's magnetic field as it affects cosmic rays is considerably different from that derived from surface geo-magnetic measurements. The reason for this is not known".

The NRC is continuing its cosmic ray measurements as part of the program for the International Geophysical Year (1957-58), which will entail a massive assault by many nations on unsolved mysteries of the earth's land, sea and air. Two RCN frigates, the *Ste. Therese* last year and the *New Glasgow* this, have conducted mid-Pacific surveys whose findings will be added to the store of knowledge it is hoped to accumulate during the Geophysical Year.

The National Research Council, in its ship laboratory, has tested models of a large variety of ships and boats



Here is an instance of an airman deliberately trying to get forced down by ice. An RCN helicopter is seen defying the worst that could be done by a freezing cloud produced by an array of 143 fog nozzles during an experiment conducted last winter by the National Research Council in Ottawa. NRC scientists were trying out systems for de-icing the whirlybirds. (Photo courtesy National Research Council)

for the RCN, naval architects and ship-builders. It has included models of "St. Laurent" class destroyer escorts, coastal minesweepers and the *Labrador* in the tests which seek to establish the most effective hull design with regard to the function of each ship.

One of the major projects of the NRC's low temperature laboratory, says the report, is the investigation undertaken for the Navy of the icing of helicopters. A spray rig of unique design was devised and this produces an artificial icing cloud in which a helicopter may be flown and the degree of icing determined. A naval helicopter was supplied for the experiments and operated from Uplands airport at Ottawa.

Great Lakes Ships Sail for East Coast

The Great Lakes summer training ended with a flourish for at least four Canadian Navy ships heading for Halifax and away from the threat of winter-time's ice-bound inland waterways.

En route to Halifax, the *Wallaceburg*, a unit of the 11th Canadian Escort Squadron, and HMC Ships *Cormorant*, *Blue Heron* and *Mallard*, inner patrol craft commissioned in western Ontario last July, sailed with His Excellency the Governor General embarked in the *Wallaceburg* for a brief visit to two St. Lawrence River ports.

The escort squadron, comprising HMC Ships *Portage*, *Wallaceburg*, and *Sault Ste. Marie*, arrived on the Great Lakes last May to carry out summer training of members of the Royal Canadian Navy (Reserve). They were joined in July by the *Cormorant* and *Mallard*. The *Blue Heron*, commissioned the same month, is to be loaned to the Royal Canadian Mounted Police at Halifax.

First navy ships to leave the Great Lakes for Halifax were the *Sault Ste. Marie* and *Portage*, which attended the Canadian National Exhibition at Toronto with the *Wallaceburg* and two of the "Bird" class vessels before sailing September 1. The *Soo* and *Portage* called at Montreal and Quebec en route to Halifax where they arrived September 8.

The three "Bird" class vessels left the Great Lakes September 10 and rendezvoused with the *Wallaceburg* at Montreal September 14. Sailing the same day, the four ships proceeded to Quebec City where the Governor General embarked in the *Wallaceburg* for visits to Tadoussac and Port Alfred.

His Excellency returned to Quebec with his naval escort on September 19.

The "Bird" class vessels sailed again shortly after their return to Quebec, calling at Charlottetown, P.E.I., en route to Halifax, while the *Wallaceburg* proceeded directly to her winter home port.

LAST OF SCAPA FLOW

Nuclear Age Dooms Great Base

By KINGSLEY BROWN
in the
Hamilton Spectator

THE REPORT from London that the Admiralty has decided that the great naval base at Scapa Flow shall shortly be abandoned will likely bring a twinge of regret to all old naval types familiar with that great fortress of the sea so long associated with Britannia's rule of the waves.

Scapa Flow is a natural anchorage in the heart of the Orkney Islands, off the far northern tip of the Scottish coast. It is a shelter of immense proportions, and all the navies of the world, let alone the ships of the British Fleet, could anchor there with plenty of room to spare.

But the advent of the atom bomb and the H-bomb has made such shelters obsolete. Never again can a nation at war afford to anchor her naval craft at any one central haven, for a single bomb could wipe out an entire fleet. Dispersal at sea will be the safety of future fleets, and such places as Scapa Flow are out-of-date.

And so, before long, the chain of islands that ring the great natural harbour will hear no longer the rattling of anchor chains and the thunder of naval salutes, or the shrill piping of the boatswain's call. The Orkneys will return to their ancient loneliness, where only the cries of wild sea-birds, and perhaps the occasional tinkle of a sheep's bell on the weathered hills, will break the quiet.

Scapa Flow is a place of many stories.

At the end of World War One it was to Scapa Flow that the German Navy sailed to make its formal surrender to the British Fleet. It was in November 1918 that eleven battleships, five battle-cruisers, eight light cruisers and fifty destroyers of the Imperial Germany Navy steamed into Scapa Flow and dropped anchor alongside the fleet of the victors.

They remained quietly at anchor in Scapa Flow until June 21, 1919. Then on orders from the German Government, the crews opened the seacocks

and sent the once proud German fleet to the bottom.

British authorities at Scapa were too late to prevent the scuttling, but in salvage operations that continued for 20 years most of the German warships were brought to the surface, towed to British dockyards to be broken up and sold for scrap. The excellent German steel armour plate was sold specially for the manufacture of cutlery, and as a matter of fact a good deal of it was sold back to Germany to be turned into those fine Solingen knives and instruments.

Surrounded by a group of mountainous and rocky islands, Scapa Flow has only three entrances: Hoy Sound to the west, opening into the Atlantic, Hox Sound leading into Pentland Firth, the stormy and treacherous strait between the Orkneys and Scotland, and Holm Sound, leading east into the North Sea.

When World War Two opened, these three entrances were carefully guarded, but somehow or other a German submarine, commanded by a skilful young captain, Cdr. Gunther Prien, was able to slip into Scapa Flow undetected.

A few hours later the British battleship *Royal Oak* lying at anchor, was torpedoed and sunk with heavy loss of life, the first major disaster to the Royal Navy in World War Two. Prien was able to make good his escape into the North Sea, and a few days later was being feted as a hero at home in Germany.

Prien deserved his accolades. Even in the British House of Commons the Prime Minister paid tribute to the courage and the skill of this enemy seaman.

It was from Scapa Flow that the *Hampshire* sailed in 1915 to carry Lord Kitchener, Britain's chief of staff, to Russia to seek to bolster the flagging Russian resistance to the Germans.

Nobody is too sure just what happened to the *Hampshire*. She was never heard from again, and is generally believed to have struck a mine during a gale shortly after she had steamed out of Holm Sound into

the North Sea. Whatever happened, Kitchener was lost, and today, a tall, granite obelisk faces out into the Atlantic at Marwick Head, in memory of that great tragedy of the sea.

The Pentland Firth, the channel dividing the Orkneys from Scotland, is one of the most turbulent, and treacherous bodies of water anywhere on earth. The largest steamers are not immune from the whims and tantrums of Pentland. Great battleships have been known to be suddenly knocked 90 degrees out of their course by sudden terrific gusts of wind and frightening, whirlpool-like swirls in the current.

During the First World War two destroyers, on routine patrol duty through the Pentland Firth, were swallowed up in a sudden and terrifying gale. Despite all the efforts of the crew the ships were driven ashore and pounded to pieces by a white fury of surf that swept across the razor-sharp rocks.

All but one member of both crews perished that night.

Through some miracle the lone survivor was tossed against a tiny, rocky islet, managed to claw his way through the surf and spray to the top of the cliff, out of reach of the maddened sea. For two days he lived on limpets, scratched from the rocks below, and the snow that covered the top of the island. He was finally picked up by a searching naval craft.

Soon the White Ensign will come down at Hoy, and the great grey ships will depart and Scapa Flow will become once more a place of great and abiding peace.

MISSILE CRUISER DIVISION READY

The commissioning of USS *Canberra* at Philadelphia on June 15 completed the formation of the world's first guided missile cruiser division, designated Cruiser Division Six.

The division is made up of the guided missile cruisers *Canberra* and *Boston*, each equipped to fire the surface-to-air missile "Terrier" from two twin mounts, and the tactical command ship, USS *Northampton*.

Conventional armament of the *Canberra* and *Boston* includes six eight-inch guns in two mounts forward, plus five-inch and three-inch rapid fire guns.

The *Canberra* has the distinction of being the only ship in the U.S. Navy to bear the name of a foreign capital. She was given the name of Australia's capital in memory of the loss of HMAS *Canberra* in the first battle of Salvo Island.



THE ODYSSEY OF THE MARY CELESTE

A Factual Account of an Unsolved Mystery of the Sea

By

Charles Edey Fay

EARLY on Tuesday morning, November 5, 1872, the American brigantine *Mary Celeste*, 282 tons, was towed from Pier 50, East River, New York City, to a point off Staten Island in the lower bay where, owing to strong head winds, she dropped anchor. Two days later, on Thursday, November 7, she made a fresh departure on a voyage to lift her from comparative obscurity into an enduring place in the annals of the sea.

Her master, Captain Benjamin Spooner Briggs, of Marion, Mass. was accompanied by his wife, Sarah Elizabeth (nee Cobb) and their daughter, Sophia Matilda, aged two. According to the Shipping Commissioner's records, her crew consisted of Albert G. Richardson, first mate; Andrew Gilling, second mate; Edward William Head, cook or steward; and seamen Arian Martens, Volkert Lorenzen, Boy (or Boz?) Lorenzen and Gottlieb Goodschaad, (or Gottschalk?). Altogether the ship's company consisted of ten persons. Her destination was Genoa, Italy, and 1701 barrels of alcohol comprised her entire cargo.

On November 15—eight days after the *Mary Celeste's* departure from the lower bay—the British brigantine *Dei Gratia*, 295 tons, under the command of

Captain David Reed Morehouse of Bear River, Nova Scotia, and laden with 81,126 gallons of petroleum, left Venango Yard, Hoboken, in the port of New York, her advertised destination being Gibraltar where she was to "call for orders".

It is a matter of record that during the closing months of 1872, the Atlantic Ocean was in an unusually tempestuous mood. Vessels arriving at New York and other Atlantic ports reported unusually heavy seas and winds of gale force. It was under such unfavourable weather conditions that the two brigan- tines made their way eastward. It is known that the *Dei Gratia* encountered extremely heavy weather, and that from the time she left New York until November 24, her fore hatch remained battened down, and her main hatch was off for only one hour. It seems fair to assume that the *Mary Celeste* experienced similar conditions.

Until December 4, the passage of the *Dei Gratia* was devoid of untoward incident. To her company of eight, the

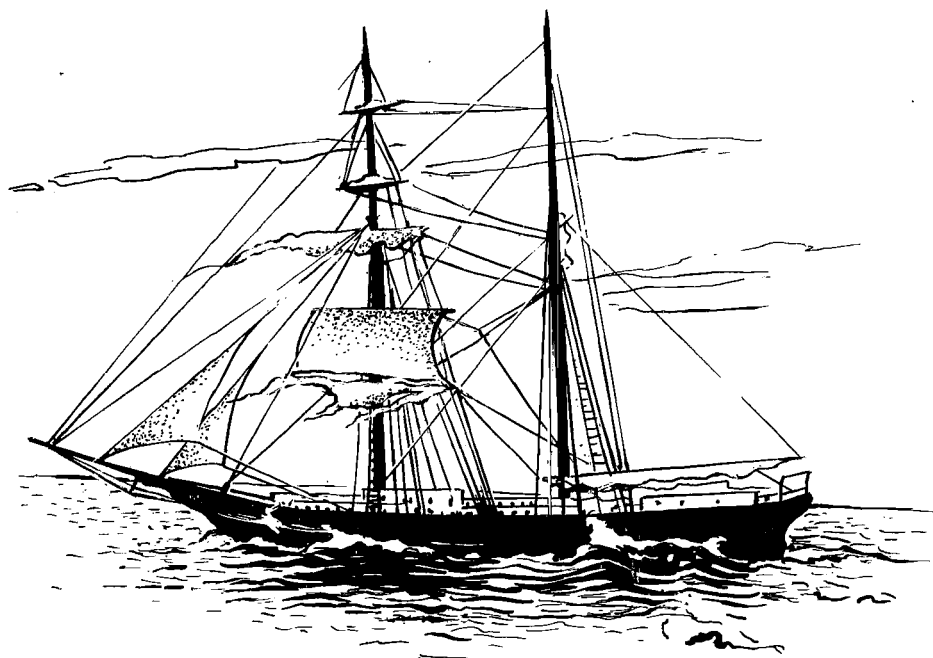
forenoon of that day brought no foreshadowing of the stirring events soon to follow.

At noon, the afternoon watch, consisting of second mate John Wright and seamen Augustus Andersen and John Johnson, came on deck. Johnson was at the wheel with Captain Morehouse nearby. At some time between 1:30 and 2:00 o'clock, (December 4 Civil Time: December 5 Sea Time) a sailing vessel was sighted on the windward (port) bow. She was four or five miles distant, and headed NW by N. The *Dei Gratia* was headed SE $\frac{1}{2}$ E. They were then in Latitude 38° 20' North: Longitude 17° 15' West, and about 378 miles east of St. Mary's Island, Azores.

Author's Note

The accompanying narrative is strictly factual, and is supported by documentary evidence of authoritative character. The principal repositories of source material are the National Archives at Washington, D.C., the records of the Atlantic Mutual Insurance Company, of 49 Wall Street, New York City, which insured the Freight on Charter of the vessel on her memorable passage, a copy of the testimony given by the salvors before the Vice Admiralty Court at Gibraltar, and a copy of the special survey of the vessel by John Austin, Surveyor of Shipping at Gibraltar:

*The writer is also under obligation to the late J. Franklin Briggs of New Bedford, Mass., (nephew of Capt. B. S. Briggs) and his cousin, Dr. Oliver W. Cobb of Easthampton, Mass., who generously made available family photographs and correspondence and much information relating to the salty ritual of the sea. Also to my friend Lieut. Colonel J. Agostinho, Director of the Service Meteorological dos Açores at Angra do Heroismo in the Azores, who procured from Lisbon, Portugal a transcript of the official record of the weather conditions prevailing in the particular area of the Azores where, according to the *Mary Celeste's* log slate, she was believed to be on November 24 and 25, 1872.—C.E.F.*



THE DERELICT MARY CELESTE

Fact vs. Fancy

Few stories of the sea have excited more wild surmise than the mystery of the *Mary Celeste* and, 84 years after the event, stories still appear purporting to explain how a brigantine, in good sailing condition, came to be deserted in mid-ocean.

Tellers of tales have invoked everything from giant squid to floating islands and Barbary pirates to explain the disappearance of the vessel's crew. With a fine disregard for the findings of the Vice Admiralty Court they have repeated alleged "facts" which have become incorporated into present-day mythology.

A man who has made a detailed study of the mystery of the *Mary Celeste*, Charles Edey Fay, of Lake Worth, Florida, has little patience with many of the romantic tales which have been spun around the incident. Among the groundless embellishments, which he finds perpetuated in the press of today are the statements that the *Mary Celeste* was found "with all sail set", with "food still warm on the cabin table", "a chicken sizzling

on the galley stove" and "the lifeboat in the davits".

Mr. Fay, now in his 82nd year, was associated for 40 years with the insurance company in New York which insured the *Mary Celeste's* freight on charter on her fateful passage in 1872. It was the discovery in 1932 of his company's association with the ship, combined with recollections of romantic tales of the brigantine (one of the more famous was by Sir Arthur Conan Doyle) that led him to dig for the facts. These he later assembled and published in book form.

Of special interest to Canadians is the fact that the *Mary Celeste* (originally named *Amazon*) was built in 1861 at Spencer's Island, Nova Scotia, and registered at Parrsboro a few miles away on the north shore of the channel into Minas Basin.

In the accompanying article, prepared by Mr. Fay specially for *The Crownsnest*, speculation is carefully avoided, but elsewhere in his writings the author has sug-

gested a plausible reason for the abandonment of the ship.

Briefly summarized, this is the possible explanation suggested by Mr. Fay: Within the holds of the *Mary Celeste* was a cargo of alcohol. During stormy weather some of the casks were broached and the fumes of the alcohol built up pressure beneath the tightly sealed hatches.

When the weather moderated the hatches were opened to air the holds and the bursting forth of the fumes caused the crew to fear that the ship would explode. They hastily took to the seaboard, which they allowed to be towed by a line from the unmanned ship. A sudden storm struck, the line parted and the ship's boat was lost with all hands.

Mr. Fay does not insist that his readers believe this explanation, but it rings more loudly of the truth than one put forward several years back by a Canadian writer to the effect that the crew had been frightened overboard by demons or a ghost.

THE STATE of her sails and the fact that she "yawed some", attracted their attention. She was under very short canvas. It was at some time before 3 o'clock that Captain Morehouse summoned Mate Oliver Deveau, off watch, and pointed the vessel out to him. Scanning her through the glass, they were unable to see any sign of life on board. She was making about one and a half to two knots, and proceeding in a direction opposite to their own. The conclusion was quickly reached that the stranger was in trouble and required assistance, although no signal of distress was visible. Captain Morehouse then proposed to "speak" the vessel in order to afford help if necessary, and he gave orders to haul wind. This was done and, on nearer approach, they hailed her but received no response. The captain then ordered a boat lowered, and Mate Deveau, with Wright and Johnson, rowed over to the stranger. As she had only three sails set,—jib, foretopmast staysail, and lower foretopsail—she was moving slowly, making it possible for the men in the small boat to overtake her. On reaching her, Deveau and Wright clambered aboard, leaving Johnson in the boat alongside.

After an inspection lasting about a half hour, they returned to the *Dei Gratia* and reported to Captain Morehouse. The derelict was found to be the brigantine *Mary Celeste* of New

York. There was not a living thing on board. Her only boat was gone. She had about 3½ feet of water in her hold but was seaworthy. (There were many other details which will be mentioned later.)

One can easily imagine the intense interest with which this report was heard. Deveau estimated that the value of hull and cargo might run as high as \$60,000. If they could take her in to Gibraltar, there was bright prospect of a substantial award for a successful salvage operation, and Deveau was eager to make the attempt. He held a mate's certificate and had commanded a brig. He is known to have been a man of large frame, of great physical strength, absolutely fearless and an experienced seaman.

Captain Morehouse, mindful of his obligation to the owners of his vessel and of his responsibility for the safety of his crew, at first demurred. He reminded the men of the risks involved in sailing their own vessel, with a diminished crew, about 600 miles over a stormy stretch of ocean. As for the *Mary Celeste*, only slightly smaller than their own vessel, it would be an extremely hazardous undertaking for the



CAPT. BENJAMIN S. BRIGGS
Master of the *Mary Celeste*

very few men—three at the most, that he could spare for that purpose. Finally, however, he consented, letting Deveau take Seaman Charles Lund and Augustus Andersen. He gave them the *Dei Gratia's* small boat, a barometer, a compass, a watch and some provisions which the steward had prepared. By the time they reached the *Mary Celeste* it was 4 p.m., and with sunset due in that area about 4:49, there was much necessary work to be done before nightfall.

BETWEEN 8 and 9 o'clock in the evening of December 5 (sea time) the three men aboard the derelict had her pumped dry, and they set sail on her. "It took two or three days to set her to rights." They had fine weather at first, and for several days the two vessels kept company. By Wednesday, December 11, they were near the northwest coast of Africa, and approaching the Straits of Gibraltar. When they got into the Straits "the weather came on to blow hard" and was "thick with rain". During the night the two vessels lost sight of each other. It was early in the morning of Friday, December 13, that "journey's end" came for three nearly-exhausted men in the *Mary Celeste* when they dropped anchor in Gibraltar harbour. Shortly thereafter, they learned that the *Dei Gratia* had arrived there the night before.

Soon after arrival, the *Mary Celeste* was taken into custody by T. J. Vecchio, Marshal of the Vice Admiralty Court.

On Wednesday, December 18, the Court began its hearings on the "Claim of David Reed Morehouse, Master of the British brigantine *Dei Gratia*, and for the Owners, Officers and Crew of the said brigantine claiming as salvors—The Queen in her office of Admiralty—against the Ship or Vessel supposed to be called *Mary Celeste* and her cargo proceeded against as derelict."

The Queen was represented by Sir James Cochrane, Kt., Commissary of the Vice Admiralty Court of Gibraltar. The persons recorded as taking part in the proceedings were: Edward Joscelyn Baumgartner, Registrar; Frederick Solly-Flood, Advocate and Proctor for the Queen; Henry Peter Pisani, Advocate and Proctor for David Reed Morehouse, Master of the *Dei Gratia*; George F. Cornwell of Lincoln's Inn, London, Proctor for the claimants of the *Mary Celeste*, and Martin W. Stokes, Proctor the claimants of the cargo. The first witness called was First Mate Oliver Deveau. After hearing part of his testimony, the Court adjourned until Friday December 20, when Deveau concluded his statement. He was followed the

same day by Second Mate Wright and Seaman Lund. On Saturday, December 21, Seaman Andersen and Johnson testified. This concluded the Court Sessions for the time being.

A few days later, December 23, the *Dei Gratia*, having received orders to take her petroleum to Genoa, Italy, sailed with Deveau in command, leaving Captain Morehouse at Gibraltar to receive the expected salvage award.

Some weeks after Deveau had arrived at Genoa, January 16, 1873, he was recalled by the Court to Gibraltar for further examination which occurred on March 4 and which was the final session. Soon afterwards, he returned to Genoa to resume temporary command of the *Dei Gratia* which sailed on March 17 for Messina.

The impossibility of giving the complete testimony within present limits will be manifest, but we shall endeavour to mention the salient points that were brought out in the course of the December (1872) and March (1873) hearings.

AS ALREADY stated, the boarding party found the *Mary Celeste's* only boat missing. Only three sails were set. Two others had been blown away. The mainstaysail had been hauled down and was lying loose on the forward house. All other sails—seven in number—were furled. The vessel had three hatches—fore, main and lazarette. Both fore and the lazarette hatches were off. (They were not reported as upside down.) The pumps were in good order and showed only 3½ feet of water in the hold. The skylight of the cabin was open and raised. One pane of glass had been broken. There

was evidence to show that the ship's boat had lain across the main hatch.

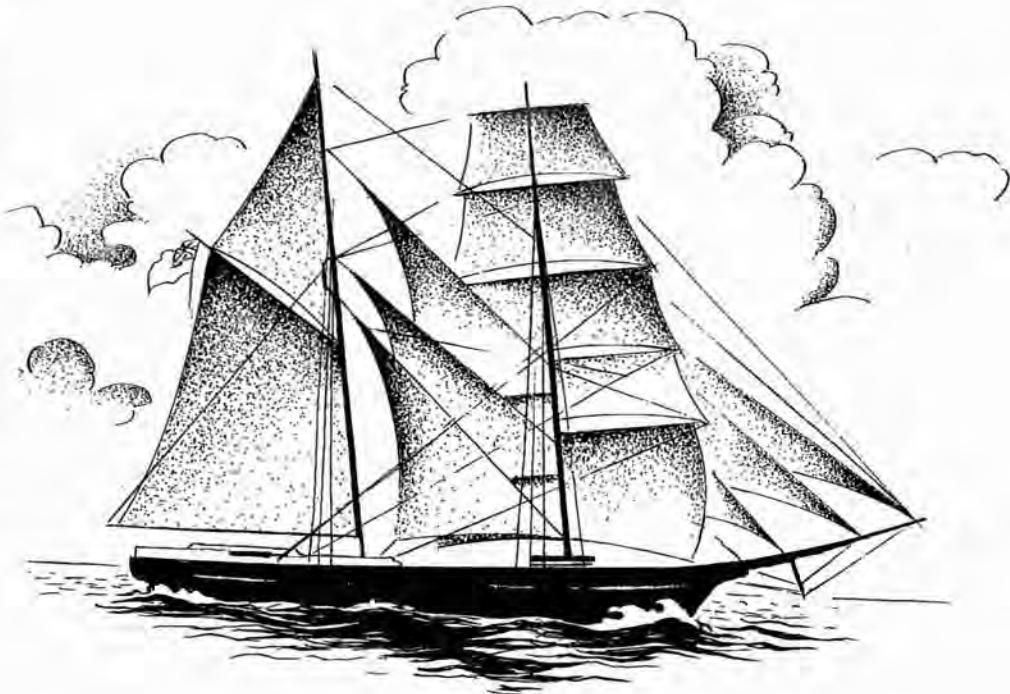
The standing rigging was all right, but some of the running rigging was in poor shape. Sheets and braces were hanging over both sides. The main peak halyard, hanging over the side, was "broke and gone." The water casks, on deck were on chocks which had been moved as if struck by a heavy sea. "The men's clothing was all left behind; their oilskins, boots, and even their pipes as if they had left in a great hurry or haste".

"My reason for saying this," said Deveau, "is that a sailor would generally take such things, especially his pipe, if not in great haste."

The windows of the cabin were battened up with canvas and boards. The galley in one corner of the forward house was in a bad state with a great deal of water. The door-sill, about nine inches high, prevented water from running out. The stove had been knocked out of place, and, contrary to oft-repeated legend, there was *no heat in it and no food on it*. The kitchen utensils were all washed up and in their proper places. The water in the galley was almost a foot deep and there was a barrel of flour, one-third empty. The wheel was not lashed and was not damaged. The binnacle was washed away from its place and the glass was broken.

There were no davits on the vessel's quarter. A spar lashed through the sheave-holes of the stern davits, showed that there had been no boat there, but one could see where a boat had been lashed across the main hatch. The *Mary Celeste* had no bulwarks, being a flush-

THE DEI GRATIA



decked vessel with open rails fore and aft. In his March 4 testimony, Deveau made his first reference to the "rails of the ship" found on deck when he made the first trip. It seems probable that the rails mentioned had been removed by the crew in order to launch her boat over the side.

The captain's chronometer, sextant, navigation book, ship's register and other papers were missing. The bed-clothes and clothing belonging to the captain were wet. On the desk in the mate's cabin they found the Log Book, which had been regularly kept up to November 24; and also a chart showing the vessel's track up to the same date. A sword with stains was found under the captain's berth.

On the cabin table there was *neither food nor drink of any kind, and no signs of preparation of a meal*, but it was on this table that a most significant item of evidence was found, namely the *Log*

Slate on which there were three entries all under the date of (Monday) November 25, and which read as follows:

"At 5 o'clock made the Island of S. Mary's." A similar entry was against the sixth hour. The third entry read: "At 8, Eastern point bore SSW 6 miles distant." This, in effect, was the *Mary Celeste's* valedictory, followed by a silence still unbroken after the passing of 84 years.

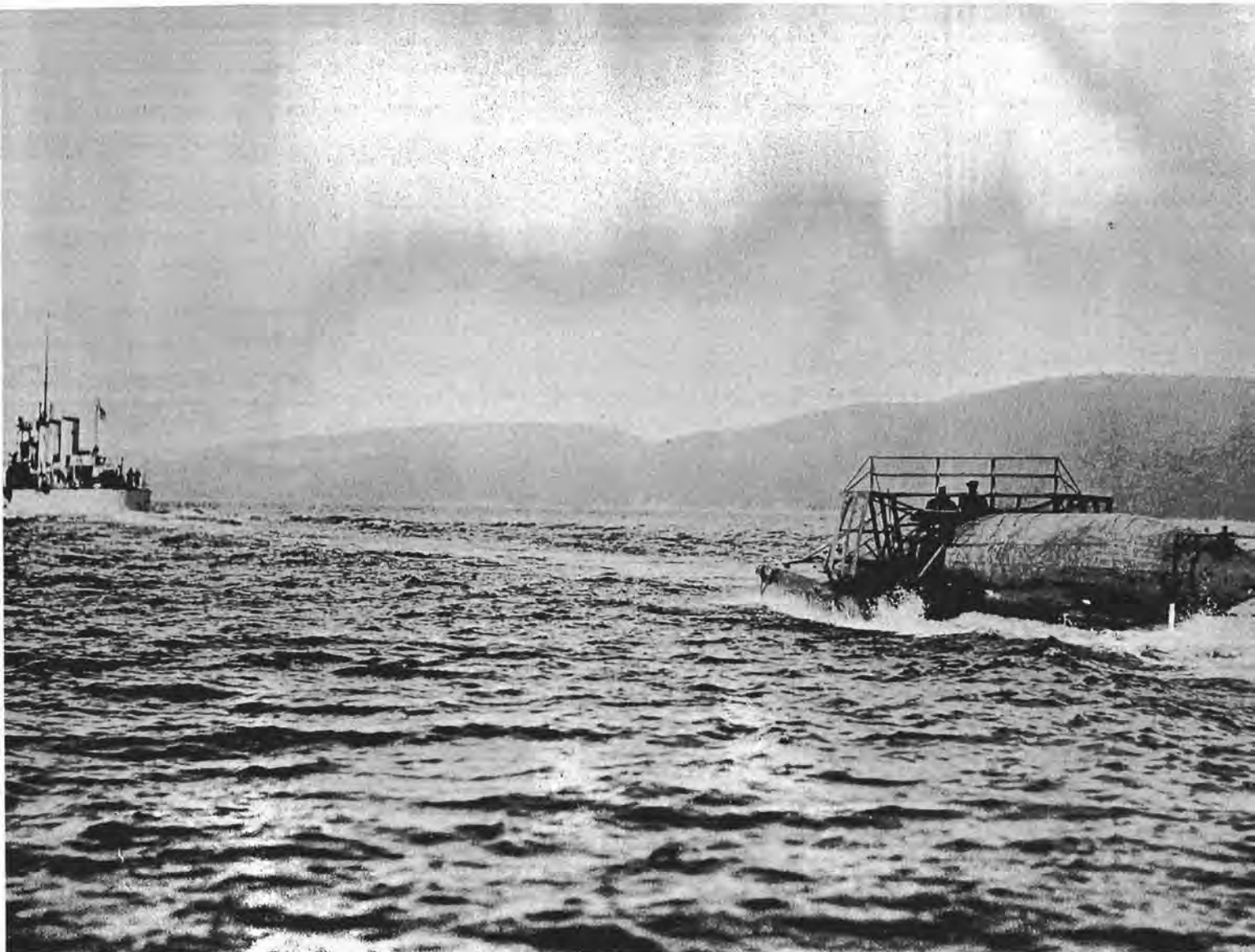
THE FINAL session of the Court was held on March 4, 1873, and on March 14 Justice Cochrane announced the award of £1,700, then equivalent to about \$8,300, an amount deemed by several authorities on salvage matters as wholly incommensurate with the character and importance of the service rendered by the *Dei Gratia*. After receiving the award, Captain Morehouse is reported to have gone to London, while Deveau continued in command of the

Dei Gratia, which sailed March 17 from Genoa for Messina, Sicily.

For more than 80 years, the facts of the case of the *Mary Celeste* (including the almost universal misspelling of her name) have been so largely obscured by the mass of apocryphal literature which has grown up around it, that much uncertainty exists in the public mind as to what actually occurred. For the sake of historical accuracy, and in the interest of justice, however belated, to persons who have been unjustly maligned, the author has endeavoured to rectify the record and, in the classic phrase of Edmund Burke—"to make the truth prevalent."

The fate of the vessel's small company is still an unsolved mystery and seems destined to remain forever unrevealed until the coming of that Day when all whom the sea has sundered shall be reunited, and all that now lies hidden shall be made plain.

The participation of the Royal Canadian Navy in the dedication ceremonies of the Alexander Graham Bell Memorial Museum at Baddeck, N.S., on August 18 recalls an earlier association of the RCN and the great inventor. On September 27 and 28, 1921, the destroyer HMCS Patriot was placed at Dr. Bell's disposal to assist him in testing a strange hydrofoil craft he had designed. The picture shows the Patriot towing the hydrofoil, designated the HD-4, over Cape Breton Island's Bras d'Or Lakes, at a speed of 14 knots. (CN-2947)





HMCS Assiniboine under way on the St. Lawrence River. She is the second of 14 new Canadian-designed and Canadian-built destroyer escorts to go into service and is now a unit of the Third Canadian Escort Squadron reformed at Halifax September 7. (ML-4580)

A NEW ASSINIBOINE SAILS THE SEAS

Second Ultra-Modern DE Bears Honoured Name

HUNDREDS of guests and townspeople watched the impressive ceremonies which brought the second of Canada's new anti-submarine destroyer escorts into service at Sorel, P.Q., on August 16.

The commissioning of the ship, HMCS *Assiniboine*, under Cdr. E. P. Earnshaw, was unique in that the service was preceded immediately by the christening ceremony which had not been performed at the time of launching.

Among the senior guests who participated in the ceremonies was Mrs. Lionel Chevrier, wife of the president of the St. Lawrence Seaway Authority, who was sponsor for the christening.

Guest of honour for the commissioning itself was Hon. George A. Marler, Minister of Transport, while the Chief of the Naval Staff was represented by Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, in whose command the *Assiniboine* now serves.

Another guest who had, perhaps, the most personal interest in seeing the *Assiniboine* go into service was Chief Petty Officer Max Bernays who was flown from the West Coast where he is stationed.

The ceremony was a moving one, particularly for CPO Bernays who, 14 years ago, won the Conspicuous Gallantry Medal for his part in a gallant surface action which saw the first *Assiniboine* ram and sink an enemy submarine following a close-range battle with the surfaced underseas craft.

CPO Bernays, who was drafted to the *Assiniboine* in March, 1942, was coxswain of the ship at the time of the battle. His citation tells the story of his gallantry:

"A fire caused by enemy shells broke out on the flag deck, compelling the telegraphmen to leave the wheelhouse, leaving Acting Chief Petty Officer Bernays alone. With complete disregard for his own safety, with flames and smoke obscuring his only exit, with enemy explosive shell fragments entering the wheelhouse, this comparatively young rating remained at his post for nearly 40 minutes.

"Appreciating the crucial importance of his duties in an action, the success of which depended in a large measure on the precise steering of the ship and execution of telegraph orders, he not only carried out exactly and effectively all the helm orders but also dispatched 133 telegraph orders, necessary to accomplish the destruction of the U-boat.

"The final success of the sinking of this U-boat was largely due to the high courage and determination of Acting Chief Petty Officer Max Leopold Bernays who, in circumstances of the gravest personal danger, carried out not only his own but two other ratings' duties in exemplary fashion. His conduct throughout the action added another incident of the utmost bravery to the annals of the Royal Canadian Navy."

CPO Bernays served during the war as a member of the Royal Canadian Navy Reserve on active duty. He had joined in 1930 while employed by Canadian National Steamships.

Mrs. Lionel Chevrier, wife of the president of the St. Lawrence Seaway Authority, who was sponsor at the christening of HMCS *Assiniboine* at Sorel, P.Q., on August 16, immediately preceding the commissioning of the ship. Mrs. Chevrier holds a silver tray which was presented to her on behalf of the builders, Marine Industries Ltd., by Mrs. A. L. Simard, wife of the president of the shipbuilding company. (ML-4834)



Returning to Canada in 1945, he served for two years at HMCS *Discovery*, Vancouver. Discharged on July 31, 1947, he enrolled in the regular force the next day and has served in the RCN since, including a tour in Korea with HMCS *Cayuga*.

This year, as he watched the commissioning, CPO Bernays saw a modern ship which bore little resemblance to the old River class destroyer in which he won his medal.

The new ship is an electronic wonderland housed in a streamlined hull which carries deadly anti-submarine armament—the anti-submarine mortar and the homing torpedo.

British designers and British yards had created the first HMCS *Assiniboine*, but this new ship was a product purely of Canadian design and Canadian workmanship.

Credit was paid to both designers and the builders by Mr. Marler in his commissioning speech.

"This is obviously an important occasion for a large number of people," he said, "for those who have had a hand in the designing and building of this fine ship, for the officers and men of the Royal Canadian Navy who will take her to sea and for the service to which they belong. It is also an occasion of which all Canadians may be justly proud, for while the *Assiniboine* is not the first anti-submarine destroyer escort to be commissioned in the Royal Canadian Navy she is the first to be constructed in Canada from stem to stern and in every detail.

"Both the design and building have been Canadian and both have been of the highest quality. These things we know because the trials to which the first ship of this class has been subjected have all been met with outstanding success, and highly experienced officers of older navies than our own who have had the fullest opportunity of inspecting this new class of ship have been unstinting in their praise.

"Ladies and gentlemen, this is a Canadian achievement. I do not mean by this that Canadians are responsible for the invention and design of the devices and weapons that have been incorporated in the ship: we would be foolish indeed not to make use of the modern equipment which has been developed by our friends in Britain and in the United States and which is available to us. The achievement is Canadian however in the sense that the design and construction of the ship, and the manufacture of these weapons and devices have been undertaken in Canada and incorporated into a vessel which is, in fact, unique."



The White Ensign is hoisted and the Red Ensign lowered as HMCS *Assiniboine* goes into commission at Sorel, P.Q., on August 16 to become the second of Canada's new anti-submarine destroyer escorts to go into service. (ML-4829)

But apart from the honour of being the second of a class of ship which is the most modern anti-submarine vessel afloat, the *Assiniboine* has another honour, that of her name.

The name which she received on August 16 gained fame during the Second World War. Commissioned originally as HMS *Kempfenfelt*, a destroyer of 1,400 tons, the wartime ship was purchased from the Royal Navy by Canada in 1939 and commissioned as HMCS *Assiniboine*.

Early duties saw her in the Caribbean with RN forces blockading German ships caught in the area by the war.

She took part in the capture of the German merchant ship *Hannover*, which was set afire by its crew when intercepted. After a long battle, the fire was put out by the combined efforts of the ship's companies of the *Assiniboine* and the British cruiser *Dunedin*, and the *Hannover* was saved from destruction to become the first of a long line of RN auxiliary aircraft carriers.

Following this episode, the *Assiniboine* began a lengthy period of service on the North Atlantic convoy routes. In August, 1941, she was one of the destroyers assigned for escort duties at the historic Churchill-Roosevelt Atlan-

tic Charter meeting, and had the honor of embarking the British Prime Minister for several hours in Icelandic waters during the return voyage.

A year later, in one of the most notable engagements of the whole Atlantic Battle, the *Assiniboine* gained fame for herself and her commanding officer, the late Lt.-Cdr. John H. Stubbs, DSO, DSC, RCN, when she tracked down a surfaced U-boat, the U-210, and, after a heated action at close quarters, rammed and sank the Nazi craft. This was the same action in which CPO Bernays won his award.

The late Dr. Gilbert Tucker, official naval historian of that day, was taking passage in the *Assiniboine* at the time. A veteran of the First World War who had faced German fire before, Dr. Tucker marvelled at the battle. He described the contest of weapons and the manoeuvring in the mist-shrouded seas as the destroyer hounded the evasive submarine.

The U-boat manned her guns, but the shortness of the range between the adversaries kept the heaviest armament of both sides in a relatively minor role. The effective fire came chiefly from short-range weapons.

"In the *Assinibone*," said Dr. Tucker, nothing was left undone which might add to the discomfiture of the enemy. Even depth charges were lobbed over the side, one of them actually landing on the submarine's deck.

"The U-boat was too close for the destroyer's torpedoes, and too far away to be smacked with an oar; but everything else was tried."

At last, after much manoeuvring, the *Assiniboine* succeeded in ramming and sinking the U-boat.

"Throughout the action," noted Dr. Tucker, "the captain high on the bridge, stood fully exposed down to his knees. Time and again the bridge was deluged with machine-gun bullets, most of which were probably aimed at him. Yet he never took his eye off the U-boat and gave his orders as coolly as though he were talking to a friend at a garden party. (Lt.-Cdr. Stubbs later lost his life in the sinking of the first HMCS *Athabaskan* in an English Channel action.)

The spring of 1944 found the *Assiniboine* still carrying out Atlantic convoy duties. Later in the year, she was assigned to duties in support of the land campaign in Europe. Other tasks included interception patrols and further convoy duties which took her to every part of the British Isles, to the North Sea, Iceland and Gibraltar.

On one of her patrols off the French coast, the *Assiniboine* was hit during an engagement between Canadian destroyers and enemy armed trawlers. Fortunately, there were no casualties.

Following repairs and a brief patrol, she returned to Plymouth in time to

sail on August 25 as close escort to HMS *Warspite* (battleship), which had been ordered to bombard the enemy-held port of Brest. This was the same day that Paris was liberated.

At the end of the war she was at sea on patrol. On her return to Canada, she began a ferry service from Newfoundland to help relieve the pressure on commercial transportation systems.

Finally sold as surplus, she was taken in tow from Sorel, P.Q., for Baltimore for breaking up. By a trick of fate she was not to leave Canada.

On November 7, 1945, strong winds parted her from the towing vessel and she went aground.

She still lies, bows to the west, directly south of the eastern end of South Lake, two and one-half miles west of East Point, Prince Edward Island.

To her successor, the old *Assiniboine* left a heritage of renown and the battle honours:

Atlantic, 1939-45

Biscay, 1944

English Channel, 1944-45.

Torpedoes Not Aimed at Premier

Anyone who sniffed gunpowder and treason on the brisk prairie breeze was barking up the wrong mast.

To unmix the metaphor, the reference is to two 18-inch torpedoes, addressed to the Premier of Saskatchewan, which came to light after someone finally got around to clearing out an old government warehouse in Regina.

Close tab is kept by the Navy on expensive and potentially dangerous items such as torpedoes and it didn't take Naval Headquarters long to find out that the Regina weapons were not directed against any past or present government of the province of Saskatchewan.

When the two submarines, which had started off as the "B.C. Navy" in 1914 and later migrated to the East Coast, were paid off at the end of the First World War, the RCN of that day had a lot of obsolete 18-inch torpedoes left on its hands, the 21-inch size having been adopted as standard.

Civic administrations were trophy-minded in those days, as rusting guns in public squares long testified, and the federal government seized on the torpedoes to help publicize the 1919 Victory Loan drive. One such torpedo is said to have remained on display in Beacon Hill park in Victoria until recent years.

The Regina torpedoes, following their discovery, were transferred to HMCS *Queen*, the local naval division, and have since been offered to the Maritime Museums on either coast.



Salutes mark the christening of HMCS *Assiniboine* at Sorel, P.Q., on August 16. From left to right are: Lieut. A. G. Lowe, flag lieutenant to Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast; Commodore Paul Earl, Naval Officer-in-Charge, Montreal; Rear-Admiral Bidwell, who represented the Chief of Naval Staff at the commissioning; George A. Marler, Minister of Transport, the guest of honour; Rev. Dr. E. G. B. Foote, Chaplain of the Fleet (P), and Cdr. E. P. Earnshaw, commanding officer of the new anti-submarine destroyer escort. (ML-4835)

OFFICERS AND MEN

First Venture Class Graduates

Already veterans of thousands of seagoing miles and acquainted with such faraway places as Australia, Hawaii and the West Indies, 97 new midshipmen were created in August, and West Coast naval history was written.

The occasion was the first graduation ceremonies for HMCS *Venture*, training establishment for junior naval officers at Esquimalt, B.C.

Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, before an audience of more than 500 witnessing the graduation of cadets of the first two-year course, told the new midshipmen that "From now on you will be on your own to an ever increasing degree. Your progress will very largely be dependent on your ability and willingness. I am confident that you will meet the standards required of you."

The ceremony included an inspection by Admiral DeWolf and the commanding officer of *Venture*, Captain R. P.

Welland, after which the cadets carried out intricate drills they had been practising for two months under Lieut. R. A. Smith, parade officer.

A single *feu de joie* was fired and then the seniors marched through the ranks of the juniors yanking the lanyards from the latter's necks, marking the moment the juniors became seniors and the seniors became midshipmen.

The midshipmen marched from the field and changed into new uniforms carrying out additional drills.

Following these ceremonies Admiral DeWolf presented 17 awards:

Officer of the Watch telescope for highest standing in scholastic and professional subjects and officer-like qualities: Cadet C. G. Gudgeon, Lynn Lake, Man.

Pullen trophy, cadet outstanding in professional scholastic and athletic achievement: Cadet K. Davies, Montreal.

Officer's sword, cadet outstanding in officer-like qualities: Cadet C. M. Thomas, Gibson's Landing, B.C.

Hampton Gray shield, cadet outstanding in athletic ability and sportsmanship: Cadet W. J. Fuoco, Ottawa.

Rowland cup, cadet judged by his fellows as outstanding in leadership and sportsmanship: Cadet D. C. Briggs, Ottawa.

Naden trophy, highest standing, executive cadets: Cadet J. C. Carruthers, Carp, Ont.

Venture trophy, highest standing, executive (air) cadets: Cadet Fuoco.

WEDDINGS

Able Seaman Raymond T. Chantal, *Micmac*, to Miss Lillian Jobin, Quebec, Que.

Leading Seaman D. Joseph Corrigan, *Micmac*, to Miss Margaret M. Walker, Glace Bay, N.S.

Leading Seaman James Galbraith, Albro Lake Naval Radio Station, to Miss Shirley Anne Herd, Montreal.

Able Seaman Donald Horrell, Albro Lake Naval Radio Station, to Miss Eleanor Marie Levelton, Toronto.

Sub-Lieutenant (S) E. B. Larkin, *Cornwallis*, to Miss Robin Grant.

Able Seaman Raymond J. P. Leclair, *Micmac*, to Miss Melina M. Brake.

Petty Officer Ronald S. Taylor, *Micmac*, to Shirley M. Small, Aylesford, N.S.

Lieutenant (S) J. D. Toogood, *Portage*, to Miss Mary Elizabeth Pryce, Toronto.

BIRTHS

Leading Seaman Jack W. Brown, Albro Lake Naval Radio Station, and Mrs. Brown, a son.

Leading Seaman Donald Carpenter, Albro Lake Naval Radio Station, and Mrs. Carpenter, a son.

Leading Seaman Alvin Church, Albro Lake Naval Radio Station, and Mrs. Church, a son.

To Commissioned Electrical Officer Douglas W. S. Cooke, Naval Headquarters, and Mrs. Cooke, a daughter.

To CPO F. G. Cunningham, *Naden*, and Mrs. Cunningham, a daughter.

To Lieutenant (SB) T. E. M. (Monty) Everett, *Carleton*, and Mrs. Everett, a son.

To Lieutenant (L) James O'N. Fitzgerald, Naval Headquarters, and Mrs. Fitzgerald, a daughter.

To Commander G. H. Hayes, Naval Headquarters, and Mrs. Hayes, a daughter.

To Petty Officer Bruce I. Hewitt, *Donnacoona*, and Mrs. Hewitt, a son.

To CPO R. B. Pennington, *Naden*, and Mrs. Pennington, a daughter.

To Able Seaman Lucien Provencal, *Micmac*, and Mrs. Provencal, a son.

To Petty Officer William Redford, *Stadacona*, and Mrs. Redford, a daughter.

To Leading Seaman J. R. Roach, *Niobe*, and Mrs. Roach, a son.

To Petty Officer W. C. Shaw, *Cornwallis*, and Mrs. Shaw, a daughter.

To Major J. M. Smith, RCDC, *Cornwallis*, and Mrs. Smith, a son.

To Able Seaman Thomas Spence, *Micmac*, and Mrs. Spence, a daughter.

To Able Seaman John Stevens, *Micmac*, and Mrs. Stevens, a daughter.

To Leading Seaman John Tilley, *Micmac*, and Mrs. Tilley, a daughter.

To CPO K. A. Toll, *Naden*, and Mrs. Toll, a daughter.

Petty Officer Frank Woodward, Albro Lake Naval Radio Station, and Mrs. Woodward, a son.



Cadet (E) C. G. Gudgeon, of Lynn Lake, Man., is shown above receiving the Engineer Officers trophy from Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, during the graduation ceremonies for the first class of naval cadets from HMCS *Venture* to enter the RCN as midshipmen. The trophy, presented by the engineer officers of the Pacific Command, is awarded to the *Venture* cadet who obtains the highest standing among the graduating cadets of the engineering branch. Cadet Gudgeon was also presented with the Officer of the Watch Telescope for the midshipman of any branch with the highest standing in scholastic and professional subjects and officer-like qualities. (E-37207)

Engineer Officers' trophy, highest standing, engineering cadets: Cadet Gudgeon.

Supply Officers' trophy, highest standing, supply cadets: Cadet B. A. King, Ottawa.

Engineer-in-Chief prize, engineering cadet, outstanding in professional subjects, officer-like qualities and sports: Cadet J. E. Green, Farnham, Que.

CNP Pays Visit To Labrador

Rear-Admiral H. S. Rayner, Chief of Naval Personnel, paid a flying visit during August to the Arctic patrol ship *Labrador* at the scene of her northern activities and on one occasion saw her smash her way through an Arctic strait never before used by shipping.

His visit was one in the series of annual visits made by members of the Naval Board to outlying ships and establishments of the Royal Canadian Navy.

Accompanied by his secretary, Cdr. (SB) A. O. Solomon, Admiral Rayner flew to Foxe Basin where the *Labrador* was operating.

Lieutenant Governor Visits Outports

The frigate *Buckingham* sailed in early August for Quebec City to embark Hon. Gaspard Fauteux, Lieutenant Governor of Quebec, for his annual visit to ports in the Gulf and St. Lawrence River.

The eight-day cruise began August 5, and the ports visited include Ste. Anne des Monts, Mont Louis, Magdalen Islands, Port Menier, Sept Iles, Tadoussac and Bagotville.

Chimes to Honour Father 'Dick' Ward

The memory of a naval padre who was known intimately and affectionately by thousands of officers and men in the Royal Canadian Navy will be honoured by the installation of chimes in a new chapel now under construction at the naval community of Shannon Park, across the harbour from Halifax.

Chaplain (RC) Richard Martin Ward, 42, of Toronto and Ottawa, who had been Assistant Roman Catholic Chaplain of the Fleet since the fall of 1954 and who served the longest of anyone with the Canadian forces in Korea, was killed on May 15 when a jet aircraft crashed into a rest home of the Grey Nuns of the Cross, near Ottawa, where he was also serving as chaplain.

Father Ward turned the sod for the new Shannon Park chapel, to be known as Our Lady of Fatima, on April 19 last and it was considered by a Father



Last spring Chaplain (RC) Richard Ward, Assistant Chaplain of the Fleet (RC), broke the sod for a new chapel at Shannon Park, naval married quarters near Dartmouth. A few days later he was killed when a jet aircraft crashed into a rest home where he was serving as chaplain. His memory is to be honoured by the installation of chimes in the new chapel. (HS-45182)

R. M. Ward Memorial Fund committee, established at Naval Headquarters, that chimes for the new place of worship would be an appropriate memorial to the beloved priest.

The decision was in line with information that the *Magnificent* was donating a \$3,000 set of chimes to the Protestant chapel at Shannon Park, to commemorate officers and men lost in the Second World War. A similar monetary target has been set for the Father Ward Trust Fund.

The committee behind the fund is inter-denominational in recognition of the services rendered cheerfully and sympathetically by Father Ward without regard to creed.

Personal support was lent to the proposal by Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, and the following acting on the committee:

Rear-Admiral H. S. Rayner, Chief of Naval Personnel, honorary chairman; Commodore (S) C. J. Dillon, Supply Officer in Chief, chairman; Lt.-Cdr. J. N. Bathurst, secretary; Captain (S) Donald McClure, treasurer; Chaplain (RC) J. A. McLean, Lt.-Cdr. A. A. Turner, Lt.-Cdr. Harry McClymont and CPO D. H. Gillis.

It was intended that donations should be widespread rather than large and the committee suggested a limit of 50 cents for gifts from men and \$1 from officers. Donations are being received

by the treasurer at 132 Albert Street, Ottawa.

It was hoped that the Father Ward Memorial Fund would reach its objective so that the chimes may be installed in the chapel before its completion and dedication about November 15.

Safe-Flying Award Goes to VF 871

An official visit of inspection of *Shearwater* by Commodore (S) C. J. Dillon, Supply Officer-in-Chief, was the occasion for the annual presentation of the Safe-Flying Award, donated by officers of the Supply Branch, to the squadron with the best accident record.

At ceremonial divisions on July 13, Commodore Dillon presented the award to Lt.-Cdr. (P) R. A. Laidler, commanding officer of VF 871, and took the salute at a march past of the ship's company.

In the course of his inspection of the station facilities, Commodore Dillon was treated to a flight in a Bell helicopter.

Five Chiefs Leave Lower Deck

Five chief petty officers of the Royal Canadian Navy have been promoted to the rank of acting commissioned engineer. They are Douglas Stewart Tyre, Thomas Albert Parkinson, Herbert Roland Percy, Gerald Alexander Dawes and Charles Albert Phillips.

The five officers in October were to begin a six-week divisional course at

Cornwallis, and then will take up appointments in the fleet.

All are graduates of the RCN Preparatory School at *Naden*, where they qualified academically for commissioned rank.

CO Appointed to New Ottawa

Cdr. Charles Rodger Parker, of Toronto and Victoria, has been appointed to take command of the anti-submarine destroyer escort HMCS *Ottawa* when the ship commissions later this fall at the Canadian Vickers Limited Shipyards in Montreal.

The *Ottawa* will be the third of the Canadian-designed-and-built destroyer escorts to be completed. She follows into service the *St. Laurent*, commissioned last October, and the *Assiniboine*, which commissioned in August.

Reserve Officer Now Commodore

Captain Robert Ian Hendy, VRD, of Toronto, has been promoted to the rank of commodore, RCN(R), and appointed Senior Naval Officer, Toronto Area, and as Honorary Aide-de-Camp to His Excellency the Governor General.

Commodore Hendy will be responsible to Naval Headquarters for the co-ordination of naval matters in the Toronto area, for the organization and efficiency of naval activities with respect to the functioning of Toronto as a port, for

the operational control of HMC ships based in or passing through his area and for the organization of naval control of shipping when required. He will also represent the RCN at official functions and prepare programs for visiting Canadian and foreign men-of-war and naval officials.

The post, a new one, was created in order to permit efficient fulfilment of numerous naval responsibilities in the Toronto area. These duties formerly were performed by the commanding officer of *York*, the Toronto naval division, but in recent years had increased to such an extent that it became impossible for him to devote sufficient time to his division—and his civilian occupation—if he was to meet all outside naval commitments.

A similar organization exists in Montreal, where Commodore Paul W. Earl is Senior Naval Officer, Montreal Area.

Commodore Hendy was born in Toronto, on December 4, 1916, and began his naval career in August 1936 when he entered the RCNVR as a midshipman. Shortly after the outbreak of war he was appointed to the *Assiniboine* as a lieutenant, following which, in September 1940 he went to the destroyer *Annapolis*.

In March 1941 he was appointed to *Stadacona* for a gunnery course, and on its completion served at Naval Headquarters on the staff of the Director of Naval Ordnance.

He subsequently served for two periods in the anti-aircraft cruiser *Prince Robert*, attended a staff course in the United Kingdom and was Staff Officer (Gunnery) on the staff of the Director of Warfare and Training at Headquarters. He was confirmed in the rank of lieutenant-commander in 1944.

Commodore Hendy returned to civilian life in October 1945 and entered the active list of the Royal Canadian Navy (Reserve) in August 1947 at *York*. He served there as training commander until July 15, 1951, when he took command with the acting rank of captain, RCN(R). He was confirmed in that rank on January 1, 1952. Commodore Hendy relinquished command of *York* in July 1955.

Commodore Hendy is a barrister in civilian life.

Promotion for Cdr. Clemens

Cdr. (S) Steven Albert Clemens, Naval Secretary and Secretary to the Naval Board, Naval Headquarters, Ottawa, was promoted to the acting rank of captain (S) on August 13.



The Supply Officer-in-Chief, Commodore (S) C. J. Dillon, presents the Safe-Flying Award to Lt.-Cdr. R. A. Laidler, commanding officer of VF 871, *Sea Fury* squadron. The trophy was donated by officers of the Supply Branch for annual competition. (DNS-16116)

PIONEER SUBMARINER LEAVES SERVICE

"Dickie" Pearson Shared Tribulations of Early RCN

The undisputed dean of the Royal Canadian Navy's civil servants cleared out his desk at Naval Headquarters recently and headed for retirement leave. Behind him stretched a rich and varied 42-year hitch with the senior service.

An apprentice naval architect, a marine engineer, a pioneer submariner and a bulwark of the RCN as an engineer, administrator and font of information on things Navy—he has been all of these things.

The story of "Dickie" Pearson that follows shows a few glimpses of his life of service, in and out of uniform. As a man who literally "grew up" with the Canadian Navy, he has never wavered in his loyalty to the service as the best going.

What the story does not measure is the host of friendships he has struck up. They number in the thousands from coast to coast, especially in the seaports and shipyards.

For Dickie Pearson's career in Naval Headquarters, which began in 1919, is not that of a dweller in an ivory tower. He has always been on the move to see how the many projects assigned to him progressed.

The sea still asserts its pull, too, and he plans to desert golf and model-making long enough to take his wife on an extended holiday tour of remembered ports by tramp steamer.

RICHARD "DICKIE" PEARSON, an engineer with the Royal Canadian Navy for nearly 42 years, retired from the Federal Civil Service on August 31 of this year.

Before his retirement Mr. Pearson was Director of Technical Services Personnel and executive assistant to the Chief of Naval Technical Services. In this position his duties embraced the general supervision of technical personnel matters, and advice on major labour questions. He also was responsible for the ordering of all machinery purchased for use in naval dockyards and, in his words, "any other special problems the Chief of Naval Technical Services liked to throw at me."

A familiar figure at Naval Headquarters, "Dickie" Pearson is a small, exceedingly active man who looks a decade younger than his 67 years. His long and busy association with the service has caused him to be known among his friends as "Mr. Navy".

Mr. Pearson was born in Morpeth, Northumberland, England in 1888. He planned a career as a naval architect and accordingly entered into apprenticeship with the firm of Armstrong Whitworth at Newcastle-on-Tyne in 1908. Later his interest switched to engineering and he moved to the Hawthorne Leslie Company, manufacturers of marine engines. It was while he was employed here that he joined the Royal Naval Reserve in 1911.

He left Hawthorne Leslie for the British Merchant Service shortly after this and served as an engineer in deep sea freighters. At the outbreak of the



RICHARD PEARSON
"Mr. Navy" retires

First World War he was in Mexico and, in accordance with instructions, left his ship and reported to the nearest British Consulate. Specific instructions as to his disposal were not held by the British consular officials in any of the nearby ports in Mexico or United States so he made his way at his own expense to New York. He was given passage to Halifax with instructions to join HMS *Good Hope*.

Luckily, he arrived in Halifax too late to join the ill-fated cruiser which was lost with all hands at the Battle of Coronel on November 1, 1914, taking with her five RCN midshipmen—the

first battle casualties of the young Navy.

It was at this time that he transferred to the Royal Canadian Navy. His first draft was to HMCS *Earl Grey*, a former government icebreaker commissioned as a naval vessel, although completely unarmed.

The ship sailed from Halifax under sealed orders which subsequently were found to direct her to the Russian port of Archangel, taking "evasive action" to avoid contact with enemy.

"The vessel was a coal burner and never have I seen stokers work so hard slinging slice bars and shovels around to keep up the steam whenever evasive action was necessary," Mr. Pearson recalls.

On arrival at Archangel the ship was taken over by the Russians and the Canadian members of her crew returned to Halifax. There, Mr. Pearson found that a call had gone out for volunteers for submarine service.

"It didn't say where or what submarines," he said, "just for 'submarine service'. However, I volunteered and found myself out in Victoria, B.C."

THE TIME was January 1915 and the British Columbia government had just acquired two submarines built in Seattle for the Chilean government. When Chile was unable to take delivery of the boats, Hon. Sir Richard McBride, then premier of B.C., entered into negotiations with the Seattle Construction and Drydock Company for their purchase.

Having acquired the boats, the next problem was to man them. In all Canada, only four persons, two officers and two men, all former Royal Navy personnel, could be found who had had previous experience in undersea craft.

With the two officers, Lieutenants Adrian Keyes and Bertram E. Jones, in command, the boats were manned mainly with inexperienced volunteers and taken to sea. However, Mr. Pearson states, enthusiasm and initiative more than made up for inexperience, and the two submarines of the "B.C. Navy," known simply as CC-1 and CC-2, patrolled the West Coast for more than two years.

Mr. Pearson recalls vividly his first dive in one of these submarines. His position was in the after machinery space. The boat had reached a depth of about 40 feet when something hit him

with considerable force on the back of the neck. Turning around to investigate, he was met by a stream of water. A leaking bow cap of the after torpedo tube allowed the pressure to build up in the tube. A corroded stud in the firing valve gave way under this pressure and hit him in the back of the neck. His gasp of surprise and alarm quickly brought the boat to the surface and, like the legendary little Dutch boy who saved Holland, he kept his finger and a wiping cloth in the stud hole to avoid any further wetting.

"The embryo submariners were a keen lot," Mr. Pearson recalls.

Conditions in Esquimalt were totally different from conditions existing today. There was no *Naden* barracks with its modern recreational facilities. There was one recreational field with a canteen of limited facilities.

HMS *Shearwater*, an old RN sloop, was the parent ship of the submarines and it invariably lay in the harbour moored to a buoy. The *Shearwater* had no heating facilities, was overcrowded and a favourite pastime in off-duty hours encouraged by the training officers was what they called "tubbing classes".

Members of the crew would choose sides and each would try to stump the other with questions on submarine operations, machinery and equipment and the correct course of action under various circumstances.

"We became a very efficient crew," he says.

One of the reasons he joined the submarine service was to obtain experience on diesel engines, then in the early stages of development. The Canadian submarines each had two diesel engines of the old blast-injection type whose reliability, according to Mr. Pearson, left something to be desired. In fact, he says, if the run from Esquimalt to Comox, a distance of about 125 miles, was completed without a major breakdown it was a matter of congratulations for all concerned. Luckily, he reports, the two engines of his submarine never broke down at the same time, although on one occasion the engineroom staff worked more than 24 hours continuously to put one engine back into service after two major breakdowns in one day.

HE RECALLS with amusement the escape helmets which were supplied. These consisted of a helmet with a front scuttle attached to a jacket. The jacket was equipped with an inflatable life belt, a four-pound lead weight at the back to keep the wearer upright and a two-pound weight, detachable, at each side. Two small air

flasks, one low pressure for inflating the life belt and one higher pressure for maintaining a balanced supply in the helmet, were provided.

A small receptacle containing oxybate crystals with a pipe leading to the mouth and one to the top of the helmet and a clip for the nose completed the equipment.

"We had no diving instructors or diving towers as provided by the RN or USN", he recalls, "so instruction consisted of going to the Victoria public baths, donning the rig and walking from the shallow end to the deep end, releasing the weights, and coming to the surface. We were then supposed to inflate the life belt, open the front scuttle and float until rescued.

"Some forgot to inflate the belts before opening the scuttle and had to be fished out quickly.

"After two successful trips to the deep end, we were passed out as qualified escapists. I often wonder what would have happened if we had been required to use them in earnest."

After a few months on the West Coast, Mr. Pearson went east to Montreal, where 10 submarines were being built for the Royal Navy. He was assigned to H-10, the last in the program, and for several weeks assisted in the final stages of its construction. In July 1915 H-10 started diving tests, the first of which was the "soap suds test". Before launching, this consisted of soaping the hull and then pumping air into it.

When bubbles appeared, indicating a leak, the necessary repairs were made.

During the first actual diving trial, the boat attained a depth of about 30 feet when it "started leaking like a basket". The leaks were chalked from inside the hull and the boat went back for further work. It took eight dives, going deeper each time, before all leaks were stopped.

On the last dive, a 200-foot trial, an incident occurred which tested not only the boat but its crew also. The submarine had reached the 180-foot level when it suddenly sank like a stone. It went down to 240 feet before, with all ballast tanks, blown, it began to rise to the surface.

"This deep dive revealed no new leaks so we accepted the boat," Mr. Pearson said. He explained the sudden dive by saying that the submarine had run into an area of water of lesser density than that above it.

After storing at Quebec City, the boat headed for Halifax and thence to England. However, on arrival at Halifax, Mr. Pearson found himself drafted back to the West Coast and further service in the submarine in which he had started his undersea career.

He recalls that in 1916 a Royal Commission appointed to investigate the purchase of the boats by the B.C. government arrived in Victoria. Rumours had been circulated to the effect that the boats were unable to dive and arrangements were made to take the

More than 40 years have gone since the crew of the "B.C. Navy" submarine CC-2 sat for this picture. Yet Richard (Dickie) Pearson, who recently relinquished his status of the Navy's most senior civil servant and retired, recalls the names of all but two members. In some cases he has remembered nicknames rather than rarely-used Christian names. Left to right, the names as recalled by Mr. Pearson are: Front row, ERA1 Richard Pearson; PO G. Purvis, coxswain; Lieut. Barney L. Johnston, commanding officer (holding bulldog); Midshipman "Boy" Edwards; CERA Jim Hunting, ex-Shearwater, and ERA3 Pete Conroy; second row, Stoker "Ginger" Lee; AB Herrod; Stoker Tom Flannigan; names of No. 4 and No. 5 in this row not recollected; Stoker Jack Sutherland; third row, Ldg. Stoker Dick Warner; Stoker PO Roberts, ex-RN, with previous submarine experience; LTO John Maulder; AB "Shorty" Lock; Stoker "Simmo" Simmonds, ex-Shearwater, and Stoker Finmore. (CN-3034)



commission members to sea to prove the rumours unfounded. The diving demonstration was carried out without incident.

PROMOTED to the rank of warrant engineer, Mr. Pearson went again to Halifax, where he spent a short time as chief engineer of a small supply vessel. He then was appointed engineer officer of HMCS *Grilse*, a former luxury yacht with the lines of a small destroyer and one of the first turbine-engined, oil-fired vessels built. He served in this ship on coastal anti-submarine patrols off Nova Scotia. Until the end of the war, he remained in charge of her machinery and that of two H-class submarines, the CH-14 and CH-15, taken over by Canada from the British government.

The Royal Canadian Navy was re-organized in 1919 and was to include the cruiser *Aurora*, two destroyers, the *Patrician* and *Patriot*, all of them Royal Navy ships being taken over by Canada, and the two submarines. Mr. Pearson was given the option of remaining in the Navy, with reduced rank, and joining the ship's company of the *Aurora*, or of leaving the RCN for a civil service position with the Navy in Ottawa.

Given a week to decide, he had chosen to remain with the Navy and was on his way to inform his superior officers when he received a telephone call from his wife: She would like to "give Ottawa a try."

"And that's how I came to join the Civil Service," he relates.

In Ottawa, Mr. Pearson found himself an assistant engineer under the then Consulting Naval Engineer. The two made up the entire naval engineering staff at headquarters. His duties, which remained almost unchanged until the outbreak of the Second World War, consisted of assisting in administrative work in connection with repair and maintenance of ships of the fleet and buildings in shore establishments; the purchasing of all dockyard machinery and the early planning work in the construction of new buildings.

He also kept a roster of all engine-room branch personnel and assisted in the preparation of the annual naval estimates.

In addition to the Fleet the Naval Department also controlled the Radio Services and the vessels of the Fisheries Protection Service, and Hydrographic Survey.

In 1921 a change of government took place and to the dismay of all concerned the estimates were severely slashed.

To meet this reduction the fleet was reduced to one destroyer and two mine-

sweepers on each coast and the Fisheries Protection Service, Hydrographic Survey and Radio Services were transferred to other departments. Arrangements were made for the Department of Public Works to be responsible for the construction of new buildings and repairs to wharfs and existing buildings. A period of austerity had set in and dark days were ahead.

ONE GLEAM of sunshine, however, was that in order to maintain a national naval spirit the RCNVR was born and arrangements made to form 18 companies and half companies in the principal cities across Canada.

The first Director of Naval Reserve was Lieut. H. J. F. Hibbard, RCN, and Mr. Pearson was detached in addition to his other duties to assist him in obtaining necessary buildings through the Department of Public Works. As he recalls, "We got some gems of buildings, an old disused warehouse in Hamilton, a disused shop on Wellington St. in Ottawa, and in the case of Montreal, a residence on Sherbrooke St. with a Chinese laundry in the basement. It became immediately known as 'HMCS *Hong Kong*'. Each company was allowed a 3-pounder gun and carriage which caused more trouble than anything else in providing the necessary accommodation."

A chief petty officer instructor, RCN, was the only permanent member of each company. To operate, each company was allowed \$50 a month for petty cash and \$125 a quarter as a contingent fund, which were very, very carefully controlled. It was suspected that many of the company commanding officers helped matters out from their private funds.

The engineering staff remained at two until 1928, when it was decided to bring junior engineer officers from the fleet to Ottawa in turn for headquarters experience. Thus, during the next 10 years Mr. Pearson found himself working side by side with many of his former shipmates, men who have since risen to high rank in the Navy's engineering branch. Rear-Admiral (E) J. G. Knowlton, who retired early this year as Chief of Naval Technical Services, and his successor Rear-Admiral (E) W. W. Porteous, were among these young officers whose introduction to "headquarters routine" was through "Dickie" Pearson.

During the early months of the war, Mr. Pearson found things little different.

"Money was still tight, expenditures still rigidly controlled," he stated. However, when France fell, "the Treasury

floodgates were opened. Money was no object as long as the war was won."

Looking back on the austere days of 1923, when the Navy's estimates were slashed to \$1½ million and the fleet consisted of one destroyer and two mine-sweepers on each coast, Mr. Pearson marvelled at the amount of money which suddenly became available in 1940 and the ease with which large expenditures were approved.

"Will it help win the war?" became the only yardstick for measuring costs.

EARLY in 1940 the Canadian government decided to construct a number of Fairmile motor launches for anti-submarine coastal patrols and other duties. The specifications were obtained from the British Admiralty, which had already embarked on a building program of small ships, and tenders were called from Canadian boat builders.

It was found, however, that the British specifications called for certain materials, fittings and equipment not available in Canada, while others were described by trade names unknown in this country. The Canadian program was making little progress when it was handed over to Mr. Pearson. Given a completely free hand, not only in the matter of propulsion machinery but in hull construction and all other phases of the building program, Mr. Pearson called a meeting of all interested shipyard operators. In that one meeting they threshed out the details of the ships as they were to be constructed and accepted by the Canadian Navy. Construction problems were settled and decisions taken as to the materials and equipment to be used.

"It turned out to be one of the most successful of any of the wartime shipbuilding programs," says Mr. Pearson.

Later, Mr. Pearson's duties were expanded to include supervision of all small-boat building for the wartime RCN. The program included 75-foot passenger craft and 48 and 46-foot harbour craft. With a naval lieutenant of the special branch as his assistant, Mr. Pearson carried out these duties throughout the war, in some cases actually designing his small ships "from keel up".

For his "outstanding services" Mr. Pearson was awarded the Order of the British Empire (Civil).

Looking back over his 40 years of service, Mr. Pearson recalls many events in the history of the Canadian Naval Service in which he had a part.

He tells of the circumstances which led the Canadian Government to order the first two destroyers to be built specifically for the Canadian Navy.



On his retirement, Mr. Pearson was presented at Naval Headquarters with nylon luggage and a purse and his wife received flowers. The presentation to the "dean of naval civil servants" was made by A. R. K. Anderson, Director of Civilian Personnel, Department of National Defence, and the flowers were presented by six-year-old Kit Collins. (O-8872)

The Navy carried on during the "twenties" but in 1928 it was found that the boilers of the destroyers then in service, the *Patriot* and *Patrician*, had developed "wrapperitis" or, in other words, a cracking of the wrapper plates of the bottom drums of the boilers. This created quite a commotion as it meant laying up the entire destroyer strength (two ships). The engineers were accused of being alarmists but they refused to retract as men's lives were at stake.

The Canadian government made a request to Admiralty for the loan of two further destroyers to replace the *Patriot* and *Patrician*.

The Admiralty, in order to keep alive the naval spirit of Canada, agreed to loan two ships providing Canada would build two new destroyers. Two destroyers, HMS *Toreador* and HMS *Torbay*, were transferred to Canada and renamed *Vancouver* and *Champlain*.

Arrangements were then made to build two destroyers in England and thus the *Saguenay* and *Skeena* became the first two destroyers built to Canadian account and specifications. They were commissioned in 1931.

THE BUILDING of the *Saguenay* and *Skeena* is recalled by Mr. Pearson with happy memories.

As stated previously, the engineering staff at Headquarters then consisted of two naval engineer officers, himself and a stenographer.

The RCN did not like the square, upright, bridge superstructure of the typical RN destroyers of that day so it fell upon Mr. Pearson to sketch a form of streamlining which was accepted in principle. The RCN also decided to replace the old coal-burning stoves used to heat the mess decks in British destroyers with central heating, a radical departure in those days.

The wardroom refrigerator which was the only cold storage in contemporary destroyers was superseded by a properly constructed refrigeration space, and last, as a special brain wave, it was decided to install a salt-water shower in "B" gun trunk for the benefit of the crews.

These improvements, taken for granted today, were enough to cause one British admiral to refer to the new vessels as "those de luxe Canadian destroyers".

The shower, however, as Mr. Pearson recalls, was never enthusiastically acclaimed by the ships' crews and when the new destroyers arrived in Canada "we found the shower space used as a potato locker."

With the arrival of the *Saguenay* and *Skeena*, the fleet had now increased to four destroyers as the Navy "forgot" to return the *Champlain* and *Vancouver* to the RN and in turn the Admiralty benevolently "forgot" to ask for their return.

By 1933, the depression was at its lowest ebb and a suggestion was made that the sums spent on the Navy could be used to better advantage and aid

unemployment by using the money to build roads and flying fields.

IN 1936, it was decided to build a three-masted schooner, the *Venture*, for training purposes, and a contract was placed with a shipbuilding firm in Nova Scotia. Eventually, the firm got into financial difficulties and the ship was seized before it was delivered.

Mr. Pearson was detached to go down to the builders' yard in company with other officers to check accounts and generally to get the ship "out of hock".

It was at this period that a new commanding officer, Lt.-Cdr. K. F. Adams, now a rear-admiral and Flag Officer Naval Divisions at Hamilton, was appointed temporary CO of the *Venture*, and after many hectic days the Navy finally got possession of the ship, but not until the CO was duly sworn in as Deputy Sheriff of Digby County, as other claims against the ship were still pending.

To sail the ship a scratch crew had to be obtained from the RCN Training Barracks, Halifax, the RCNVR, etc. Many of them had never been to sea before, to say nothing of the fact that they knew nothing of sailing vessels.

The hour for slipping was set for Sunday morning, and the news that the RCN was going to sail a three-master schooner was widely publicized. The wharfs and roads were blocked with old mariners, who had arrived by buggy, oxcarts and Model "T" Fords to witness the show.

At the very moment arrangements were being made to cast off, the local church bells commenced to call the faithful to their devotions. Many mental conflicts arose among the spectators regarding religious devotion or the lure of the sea, and in the end, it must be confessed, that in the majority of cases the latter won.

To satisfy them, the commanding officer shoved up every piece of canvas the spars would carry, and with the help of the diesel engine, as there was little wind, sailed about 10 miles up and down the coast before coming around and making for Halifax, which was eventually reached with the diesel engine still chugging along.

Mr. Pearson has never regretted his decision to "try Ottawa". He ignores solicitous friends who have pointed out that he very likely would have risen to high rank in the Navy and that he probably has lost considerable money in pay over the years.

"It is not the amount of money you receive," he feels, "but the best use of your experience in the service of the Navy. I prefer to work in the capacity that makes the best use of my services."

LABRADOR KEEPS 'EM HEALTHY

IT MAY BE lonely up there, but it's healthy.

This has been the experience of personnel serving on board the *Labrador* during her summer and fall operations in the Canadian Arctic.

A few days out of port and head colds and other common, annoying ailments that plague civilized people tend to disappear as the sources of infection are left behind.

A thorough medical check before the ship goes north also assures that the standard of health of the ship's company is high. Chronic infections which might flare up are hunted down and taken care of by shore drafts.

Just the same, the *Labrador* has to be prepared to deal with accidents and cases of sickness which might occur while the ship is operating in areas hundreds of miles from the nearest hospital. Then a heavy weight of responsibility falls on Surgeon Lt.-Cdr. D. A. Maciver and his staff.

The medical department must man and equip the sick bay on board to deal with routine illnesses and any foreseeable emergency, as well as render aid ashore if that is called for.

Sick and thoroughly unhappy, an Eskimo child is the subject of consultation between Mrs. Bessie Parsons, of Lake Harbour, Baffin Island, and Surgeon Lt.-Cdr. D. A. Maciver, the *Labrador's* medical officer. Mrs. Parsons, who is a registered nurse and the wife of RCMP Constable Bill Parsons, had radioed a call for assistance at the very moment Surgeon Lt.-Cdr. Maciver had packed his bag to pay a call to the Eskimo settlement. (LAB-1621)



A corner of the sick bay in the *Labrador*. (LAB-766)

Medical stores are provided on a generous scale from the RCN Medical Depot, Halifax. Since medical aid to Eskimo women and children is occasionally given, drugs and instruments not normally carried by RCN ships must be available in sufficient quantity to leave reasonable supplies should a patient require prolonged treatment. On each of the northern cruises the *Labrador* has supplied this service to various Eskimo settlements, and this has been a service

which has been much appreciated and in some cases life-saving.

In one instance this summer when medical aid was required ashore, the radioed call for assistance came at the very moment when the ship's medical officer, Lt.-Cdr. Maciver, was about to clamber into a helicopter with his bag to make a routine visit to the nearby Eskimo village.

The message had come from Mrs. Bessie Parsons, a registered nurse and the wife of RCMP Constable Bill Parsons, of Owen Sound and Toronto. The speed with which the request for aid was answered came as a welcome surprise.

Permanent equipment in the ship is designed to make her as independent as any small hospital ashore. An operating table of the hydraulic pedestal type with all fittings is carried plus the usual anaesthetic apparatus and a set of surgical instruments adequate to handle any surgical problem which it is practical to deal with aboard ship. The facilities of an excellent small laboratory are available with PO R. H. Applejohn, of Dartmouth, the senior petty officer in the sick bay, in charge.

A new powerful X-ray diagnostic unit was fitted, before the present cruise. This is operated by PO T. E. Dalglish, of Kingston, Ont. Both he and PO Applejohn have passed the examinations of their respective civilian technical societies.

Ldg. Sea. C. A. Inglis, of Toronto, has as his particular job the care and the



"Caught it right over there"



"It was that long"



"Well, goodbye. Good fishing!"



sterilizing of equipment for which two small modern sterilizers are fitted in the sick bay. AB S. Gaulier, of Halifax, the fourth member of the team, is borne as a spare man to fill the breach if some emergency should arise. All take part in the routine running of the sick bay and each learns something of the other's specialty, so that should the need arise at least simple procedures can be done by any one man. During the cruise AB Gaulier has also spent much of his time as either a seaman or shipwright and has made an excellent impression in both departments.

The sick bay has accommodation for four cot cases, which in a vessel of this complement is generous and, during the present cruise never fully occupied—a reflection of the usual finding in the Arctic that health is good.

Should evacuation of sick or injured personnel become necessary while in northern waters, the ship's helicopters, for which special stretchers of the wire basket type have been designed at the Naval Air Station Hospital at *Shearwater*, can carry them to an intermediate point for further air lift. In this way a recent accident victim arrived in RCNH *Stadacona* approximately 30 hours after injury.

Marines to Serve In RN Frigates

Their name long associated with cruisers and capital ships, the Royal Marines may in the future find themselves serving in much smaller vessels.

When HMS *Loch Killisport* sailed from Portsmouth on August 15 for service on the East Indies Station, 20 members of her ship's company were Royal Marines. Two other frigates are to be similarly manned.

Commenting on the embarkation of Royal Marine detachments in frigates in lieu of seamen, the *Admiralty News Summary* says:

"This is a departure from the traditional sea service of Royal Marines, which hitherto has been normally restricted to ships of the size of cruisers and above."

If any persons think that words have been put in Rear-Admiral K. F. Adams' mouth, how right they are. What really happened was that Canadian National Exhibition officials asked the Flag Officer Naval Divisions to move his Great Lakes squadron closer to the Exhibition grounds breakwater so that the crowds could have a better look. On board an RCMP patrol boat at the time, the admiral did not have radio or signal lamp. He dug deep into his nautical memory, came up with a half-forgotten skill and passed the message by semaphore to the *Wallaceburg*. It was read, acknowledged and acted upon. "Haven't done that in many, many years," said the admiral. (Photos courtesy Federal Newsphotos of Canada, Toronto)

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Stadacona

On Saturday afternoon, August 25, McNab Island was the scene of delight as kiddies and adults, full of ice cream, pop and hot dogs, had a wonderful time at the picnic held for members of the ship's company at *Stadacona*, their families and friends.

Although originally scheduled for Friday afternoon, August 25, the weatherman was not at all co-operative on that day. However, the sun shone through brightly and the weather was warm on Saturday.

Races for all ages, crawlers to teens and one for the ladies, were held, with delightful prizes for the winners.

The committee for the picnic was formed from volunteer members of the Electrical School and, with the able assistance of the MTE, Gunnery School and Supply Depot, provided a memorable outing for all who attended.

HMCS Quebec

At 1453 on June 13, 1956, the alert sounded, followed by the still; the guard presented arms and to the strains of "God Save the Queen" and "O Canada" the White Ensign was lowered on board *HMCS Quebec*.

This was the climax of a brief ceremony marking the paying off of the ship into reserve after four years and 103 days in commission during which time she steamed 154,662 miles, burned 553,438 barrels of bunker fuel and visited 58 ports, aside from her home port of Halifax. She averaged just one less than 100 miles a day, week in and week out during the whole time she was in commission in her travels which took her from Esquimalt to Mombassa, and Narvik to Capetown.

During this time hundreds of new entries came to know the ship as they experienced sea-going life for the first time. Hundreds of other trainees, officers and men, technical and non-technical, passed through her hands in ever-varying numbers—about 300 UNTD Cadets, for example, during the summer of 1955.

Total sales in the canteen amounted to \$457,079.24 and donations to charity by the ship's fund totalled over \$18,000, derived from the net profits.



Three Wrens of Toronto's naval reserve air squadron joined the *Magnificent* for the final day of the squadron's flying training off the Nova Scotia coast. Shown as they prepare to climb into a helicopter for the flight from the naval air station to the ship are (left to right:) Wrens Dawn Downey, Joyce Wright and Maisie Saunders. The air squadron, first to qualify in deck landing in the history of the naval reserve, spent ten days in the *Magnificent*.

Superimposed on her role as a training ship were many other activities. On a number of occasions she was privileged to wear the flag of Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast. During May and June 1953 she was flagship of the RCN squadron representing Canada at the Coronation Review at Spithead. In August

1952 she broke out the Vice-Regal Standard as His Excellency The Governor General embarked for an official visit to Newfoundland.

In August 1954 she escorted the Royal Yacht, HM Yacht, *Britannia*, from Labrador to mid-Atlantic when His Royal Highness, the Duke of Edinburgh was returning after opening the British



These "before and after" pictures show the transformation undergone by the members of Rainbow VIII division at Cornwallis between the time they stepped off the train last spring and their completion of new entry training 20 weeks later. (DB-6684; DB-7627)

Empire games in Vancouver and subsequently touring parts of Canada.

During early 1955, she became the first Canadian warship to circumnavigate the continent of Africa, calling in at West Africa, South Africa, East Africa and various Mediterranean ports.

In 1955 she became "Cock of the Fleet" in the largest Regatta ever held by the RCN.

Although not fitted as an operational ship the *Quebec* participated in two NATO exercises and a number of purely RCN ones, the last series of these being with the combined East Coast and West Coast fleets off St. Thomas in the West Indies in late March and early April 1956.

Perhaps her most unusual task as a cruiser was when she took on the duty of plane guard for the *Magnificent* in October and November of 1954.—E.S.M.

870 Squadron

During the recent Army exercises at Camp Gagetown, New Brunswick, the

Royal Canadian Navy's first jet squadron, VF 870, flying McDonnell F2H-3 Banshee jets, was put to the test in its first operational exercise.

In the four exercises, Argus I, Argus II, Matrix and Morning Star, the Banshees were used for support of ground troops, using imaginary rockets, bombs, and cannon fire, and for tactical reconnaissance, as well as to secure air superiority for their "friendly forces".

A total of 103 sorties were flown for a grand total of 153 hours. This kept the pilots busy from morning to night, not to mention the ground crew who had to be on hand long before take-off and long after the last landing.

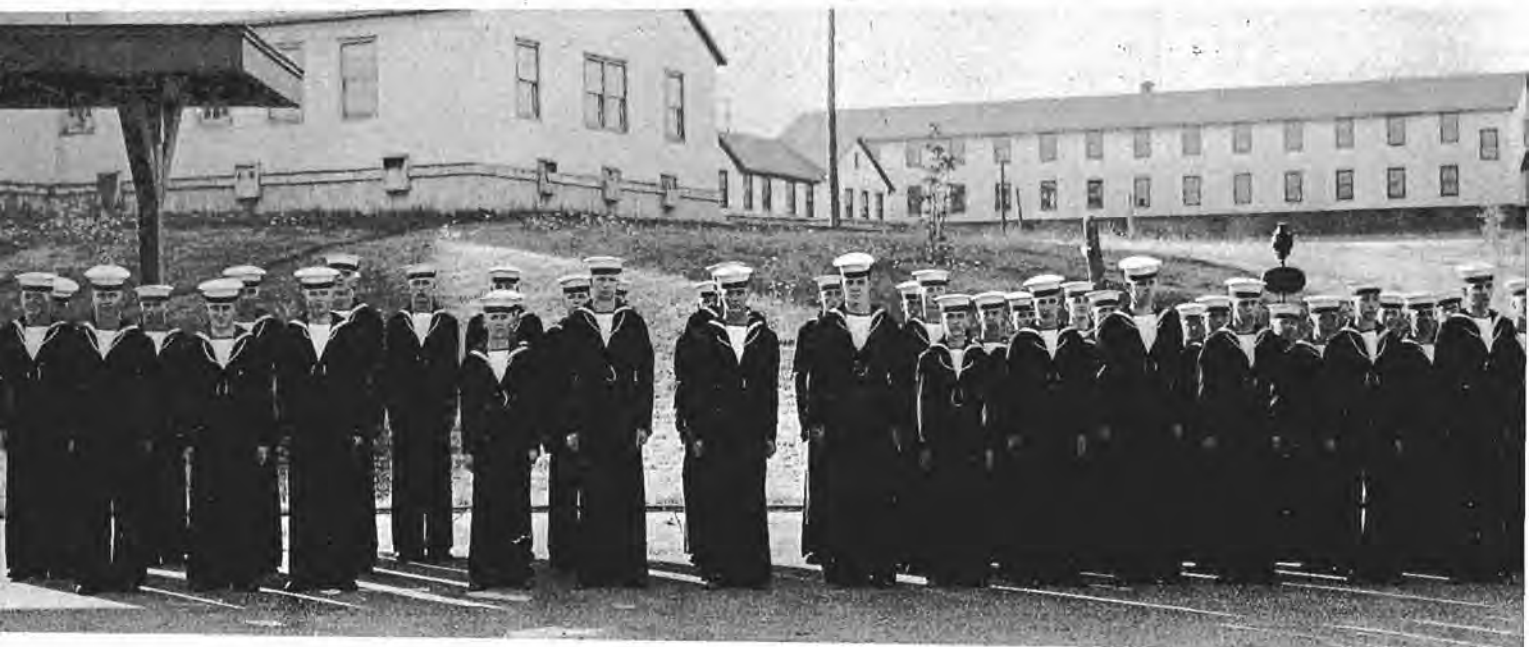
While the first three exercises were not as important or as large as the last, the pilots gained a great deal of experience carrying out tactical reconnaissance and armed support, mainly attacking small concentrations of troops, tanks and vehicles. Vehicles and troops moving along roadways were easy to find and easy to attack but those that

were camouflaged were a different story altogether, and everyone found it would take a great deal of practice to find a well camouflaged tank or truck.

It was during the last exercise, "Morning Star", that the previous training proved of value. Not only were there numerous ground targets to attack and "destroy", there was also stiff enemy air opposition in the form of F86 Sabre Jets from RCAF Station, Chatham, N.B. At times the sky over Gagetown took on the appearance of "MiG Alley", and the "Battle of Britain" combined, with Sabres and Banshees going in all directions, not to mention Sea Furies, T-33s, and numerous small aircraft.

The squadron has two large rolls of cinégun film, authentic proof of the number of "enemy aircraft" shot down. There was also a good amount of film showing the strafing and rocketing of ground units.

All in all, it was a lot of fun for all concerned, and excellent training value



for the pilots of VF 870, in their secondary, but very important, role of ground support.—G.L.E.

PACIFIC COMMAND

HMCS *New Glasgow*

On July 14, the *New Glasgow* acted as guard ship for the International Power Boat Race from Seattle, Washington, to Nanaimo, B.C., a distance of 147 miles.

The object of the race is to pass specified check points at a predicted time, said time to be submitted by the boat owners at least 12 hours before the commencement of the race. The owner states the exact speed to be used and the ETA at each check point. The winner is selected as the boat owner with the least errors in his predicted times.

The *New Glasgow's* assignment during the race was to patrol Boundary Pass and act as guard ship for any boat experiencing difficulty. At 1330 the power boat *Spartan* stated she had a suspected case of carbon-monoxide poisoning. The *New Glasgow* was then approximately 20 miles away. A U.S. Coast Guard cutter and the *New Glasgow* answered the call, both ships arriving at approximately 1430.

The *Spartan* secured alongside and Ldg. Sea. G. W. Espin administered oxygen and first aid to the crew. CPO Frank Galley and CPO R. V. McMurtrie examined the power boat for leaks in the exhaust system. No defect could be discovered but it was thought that the structure of the canopy and the following wind caused exhaust fumes to be blown into the boat.

After all personnel had been examined and found fit to proceed, the crew returned to their boat and, escorted by the Coast Guard cutter, proceeded to Friday Harbour. The *New Glasgow* returned to station and then proceeded to Nanaimo, B.C., to witness the end of the race and the selection of the winner.—S.J.F.

NAVAL DIVISIONS

HMCS *Cataraqui*

The Kingston naval division honoured one of its members at the opening of the new training season when the entire ship's company of *Cataraqui* paid tribute to the late Petty Officer William F. Newman, RCN (R), with special prayers and with the posthumous award of a new shield, "The Skelton Trophy for Proficiency, Chief and Petty Officers".

The trophy was presented for the first time by Lt.-Cdr. Peter H. Skelton, former executive officer at *Cataraqui*, who said: "Proficiency means many



A trophy has been presented by Lt.-Cdr. Peter H. Skelton, former executive officer and training officer of *Cataraqui*, to be awarded annually to the most proficient chief or petty officer at the Kingston naval division. The first award was posthumous, honouring the late PO William F. Newman, who died suddenly on August 25. Lt.-Cdr. Skelton (right) is shown presenting the trophy to Cdr. John G. Chance, commanding officer of *Cataraqui*. (Photo by Wallace Berry, Kingston)

things. It does not mean just the best petty officer. Petty Officer Newman was the man who contributed most to the working of the ship and to his fellow seamen through his work and character. He showed the most interest and the greatest improvement".

Cub Decides It's Time to Re-Tire

It's sometimes hard to bear with a bear, as members of the Royal Canadian Navy Mobile Recruiting Unit based at Ottawa will tell you.

On the morning of August 11 the unit's station wagon was being driven out of Kapuskasing, Ont., by Ldg. Sea. Donald Burgess. With him was Lieut. John Sigouin, both attached to the mobile recruiting team.

Driving slowly along the highway a few miles out of the scenic Ontario community, Ldg. Sea. Burgess saw a large bear cub stray onto the road. The driver swerved to avoid the animal. The bear swerved too—but the wrong way. The vehicle struck and bowled him over.

With his fur ruffled, the cub took a vicious swipe at the front left wheel of the station wagon.

It proved one point. Station wagons shouldn't go knocking cubs around. The left front tire was ripped from its wheel.

With a snort and a growl at the resultant explosion, young Bruin turned and disappeared into the woods.

With similar snorts and growls Ldg. Sea. Burgess and Lieut. Sigouin set about to apply the spare.

Cdr. John G. Chance, commanding officer, spoke briefly of the work done by PO Newman while he was with the naval reserve and praised his service highly.

PO Newman died suddenly on August 25, following a heart attack. He was born on January 8, 1911, in Kingston, and before entering the RCNVR as a sick berth attendant in September, 1940 he was employed by the Ontario Hospital.

"During the five years that followed," it was noted in *The Crownsnest* of April 1953, when PO Newman was chosen by his shipmates at *Cataraqui* as "Man of the Month", "he had a variety of experiences. His first ship had a hand in the most novel U-boat capture of the war and in a rescue mission when a British corvette blew her boilers in the Atlantic. Later, he was the trainer for *Cornwallis'* famous wartime hockey team which included several players from the National Hockey League."

It is recounted in that issue, too, that PO Newman was demobilized in November 1945 and returned to the Ontario Hospital as a physical instructor.

He entered the RCN (R) in July 1951, this time in the P&RT branch, and, in addition to keeping the boys in condition, he coached the division's hockey team.

He gained fame around Kingston as an entertainer at children's parties and

coached and helped manage several boy's hockey and baseball teams in the city.

The article concludes, "Just when his wife and three little girls see him, nobody is quite sure, but around *Cata-raqui*, PO Bill Newman is known as the man who will take on any job that is in the interests of the division and his shipmates, and who will do it well".

HMCS Chippawa

Chippawa has been more than holding her own among naval divisions in the matter of winning prizes and awards.

Although completely landlocked, there is no lack of seamanlike ability in the Winnipeg naval division. In the past year *Chippawa* had the honour of tying with *York* as winners of the Inter-divisional Efficiency Trophy, awarded to the best all-round naval division in Canada. As a co-winner of the award, *Chippawa* will be in possession of the

trophy for six months—a mounted sterling silver model of *St. Laurent*.

Nearby in the trophy case will be the John Labatt Trophy for .22 rifle shooting—awarded this year to the men and women of the small-bore team at *Chippawa*. This is a trophy given by the Dominion of Canada Rifle Association for the highest team score for the year 1955-56 among naval divisions. Also in the trophy case is the Eaton Marching and Firing Team Trophy, won against competition from all reserve and militia units in the Winnipeg area.

Winning awards is not new to the *Chippawa* gunnery division. In 1954 it won the Herbert Lott Memorial Prize for being the most efficient reserve divisional department in the RCN(R). In its annual recruiting programme, (the Resdrive) *Chippawa* showed its proper spirit in another field by not only obtaining the highest percentage over the quota, but also the highest number of recruits enlisted.—W.B.D.

SMALL BOAT NAVIGATION IN NORTH CAN BE TRICKY

OWING TO the shortness of the Arctic summer, the *Labrador's* work must go on whenever conditions permit. Thus, fog is no deterrent to boatwork as long as there is relatively open water, and boats' crews must ferry men and equipment to and from the shore when visibility is down to a few hundred feet. It is often necessary, too, for the ship to lower a boat and then proceed about her other tasks before returning to the original position some hours later. The coxswain must be able to find his way to the rendezvous even when the visibility is nil.

Orphanage Thanks Quebec for Gift

The following letter has been received by Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, from the treasurer of the Halifax Protestant Orphan's Home:

"Dear Admiral Bidwell: On behalf of the Ladies' Committee and children of the Protestant Orphanage, I would like to ask you to convey to the ship's company of HMCS *Quebec*, our most sincere thanks for their recent generous donation.

"Had it not been for the Canadian Navy, with their interest and generosity, the children would have been deprived of many parties and treats in the last few years.

"To the officers and men of the *Quebec*, we would like to extend, through you, our very best wishes and thanks."

Boat navigation in high latitudes in fog is severely hampered by the abnormal unreliability of the boat's compass, which is more of a delusion than an asset. Frequently, a boat has been seen on the ship's radar as tracking in a southerly direction when the coxswain has set a northerly course. Moreover, sometimes the compass is fairly true on the run in to the beach from the ship, but over 90 degrees out on the reciprocal course for the journey back. Application of the variation for the area is not worthwhile since the errors in the compass appear to be random owing to the loss of horizontal directivity.

Several methods have been evolved by the *Labrador* for overcoming this virtual lack of a boat's compass.

The simplest is for the coxswain to note the direction of the wind relative to the track he has to make good and to keep the wind blowing on a constant relative bearing to his boat. This method is rough and ready but does give a bearing reference to which the ship can refer if the boat is held by radar and an alteration of course is required.

It is often the case in fog, however that there is no wind. Under these conditions the primary course reference available to the coxswain is his own wake. Provided that he set off from his origin on the correct course, he is enabled to keep it within certain limits by glancing over his shoulder fre-

quently, but he is quite likely to pursue a steady curve to port or starboard nevertheless.

Radar control by the ship is severely limited. The boat is often working its way in to shore through ice floes which gives the radar operator an identification problem which can only be solved by watching closely the relative movement of the contacts. If the ship is stopped, the relative movement of the ice floes is also stopped, or much reduced, and it is usually possible to pick out the boat provided that it is moving at almost full speed. Having once detected the boat it would seem an easy problem to order "Steer 10 degrees to port", etc., but in practice it has been found that most coxswains tend to exaggerate the amount of turn ordered and have to be coned gently back to the correct course.

Electronic Position Indicator homing, by use of a radar beacon in the ship and a portable directional receiver in the boat, has been most successful out to a range of about six miles, and can be used for both outward and homeward trips.

By a combination of the above methods, and by taking the ship to the boat whenever the depth of water allows it, there is small likelihood of a boat getting more than temporarily lost. However, it seems that there is a requirement for a small gyro directional indicator for fitting in boats, similar to that found in aircraft.

GAS TURBINES BOOST SPEED

Steam turbines for cruising and gas turbines for speed are incorporated in propulsion machinery under production for frigates and fast escort vessels of the Royal Navy, according to an Admiralty announcement.

In the new system, highly efficient steam turbines and gas turbines are geared to the same propeller shaft. The powerful and compact gas turbines will be used to boost the steam turbines when high speed is required.

The machinery is described as light in weight and requiring less space than conventional installations, permitting warships to carry more fighting equipment than would otherwise be possible.

The steam-gas turbine combination recalls the design of the German battle-ships *Scharnhorst* and *Gneisenau* which were equipped with diesels as supplementary economical power for cruising, with steam turbines for speed.

SUPREME VALOUR // SUPREME SACRIFICE

Fewer than Half Naval VCs Lived To Receive Award

COURAGE—the kind of courage that it takes to win the Victoria Cross—is a gift of the gods which is not granted to all men. It is a blend of single-minded determination, selflessness, a powerful sense of duty and the ability to thrust into the background the paralyzing physical symptoms of fear.

The qualities of courage may be exhibited in one fierce, blazing moment of time or they may be expressed over weeks or months of preparation for the eventual accomplishment of some great deed. The two types of courage can be compared to the bravery involved in plunging into a torrent to rescue a drowning child or to that of the planned efforts a rescue party searching gas-filled tunnels after a mine disaster.

Why is one man courageous and another a coward? Physiologists tell us in moments of emergency adrenalin is poured into the blood stream to key the body up to meet the crisis. But, in one case, the hormone can be a stimulus to the panic and flight; in another it will inspire the individual to stand and confront the peril, whatever it may be.

Some will attribute the difference in reaction to “conditioned reflexes”, others to “character” and they may both be saying the same thing in different words. In ancient Sparta a boy was taught that he must above all be brave—an emphasis which could produce foolhardiness as well as true bravery.

It is may be that courage is not a natural attribute of man, the animal portion of his being sharing the instinct of self-preservation which pervades all living things. However, he differs from the rest of the animal kingdom in that he has a storehouse of spiritual values to which he may add or from which he may subtract by following the example of others.

The worth of the Victoria Cross does not lie simply in honouring an individual for an act of valour. As often as not, during the Second World War, the naval officer or man so honoured had passed beyond praise and blame. The award served rather as a reminder to those still living that high courage is not a thing of the past nor the attribute of any particular class or walk of life.

The stories of 24 officers and men who won the Victoria Cross while serving with the Royal Navy during the Second World War are told in a new

book by John Frayn Turner, “VCs of the Royal Navy”. Twelve of the 24 died in winning the Commonwealth’s highest award for bravery and one was killed only a few days after winning the VC. Thus more than half the awards were posthumous.

Two Canadian names appear in the list, those of Captain Frederick Thornton Peters, RN, and Lieut. Robert Hampton Gray, RCNVR, both of whose lives had shown a persistent pattern of courage.

The narratives range from an account of the Battle of Narvik during which Captain Warburton-Lee won the first VC of the Second World War to the story of how “Hammy” Gray won the last in the closing days of the war against Japan.

The familiar story of Fogarty Fegen

BOOKS for the SAILOR

is recorded here. Described at length is the epic storming of the lock gates at St. Nazaire, which won three Victoria Crosses for the Royal Navy. More briefly there are tales only a few hundred words in the telling, such as that of Acting Leading Seaman Jack Foreman Mantle, who stood by his pom-pom as waves of dive bombers attacked his ship, continued to fire the gun after his left leg had been shattered and finally died at his post.

It is not possible to list here all the deeds of valour which are recorded in this book, but it might be observed that, in the reading, the sense of wonder grows that so few awards were made.

There is a reason for this. The status of the Victoria Cross as a means of recognizing the highest acts of courage is jealously guarded and, if it is not awarded as often as it might be, there is at least no danger of it ever degenerating to the status of a campaign ribbon.

The occasion of the publication of the book is the 100th anniversary of the establishment of the award and the list of winners throughout that 100 years is proudly studded with the names of those who won the honour while serving their Sovereign and country at sea. In the annals of these heroes rests

the assurance that, come what may, there will continue to be men sailing the oceans or flying above them who will defy impossible odds as a matter of simple duty.—C.

“VCs of the Royal Navy”, by John Frayn Turner; Clarke, Irwin and Company Limited, Toronto; 192 pages, illustrated; \$2.00.

Navigation Manual Reaches Completion

With the publication of Volume I in June, the new three-volume Admiralty Manual of Navigation has been brought to completion, superseding the old two-volume manual issued in 1938.

Volume II of the new manual, dealing with nautical astronomy and off-shore navigation, and also with meteorology, was published in 1954, and Volume III, concerned largely with advanced subjects for officers qualifying in Navigation and Direction, was issued last year.

The latest to be published, Volume I is designed to be a practical guide for executive officers. It covers the syllabus laid down by the Royal Navy for examination in Navigation and Pilotage for the rank of lieutenant, except for nautical astronomy and meteorology.

The new volume contains 536 pages with nearly 300 diagrams and illustrations, many of which are in colour.

Yearbook Relates Progress at Venture

A compendium of reminiscences, good fun and the records of a successful year, the *Venturian* for 1955-56, year-book of HMCS *Venture*, has made its appearance.

Venture, with two full years of training completed and the first class of cadets graduated as midshipmen, has passed the trials and adjustments of the first few months of operation to become, it would appear from a study of these pages, an efficient, integral part of the Royal Canadian Navy.

One of the contributors, a member of the senior, graduating class, observes:

“All in all the training received here has not merely brought them up to senior matriculation level (indeed, academically they have passed beyond that stage) but has changed a large number of high-school boys into mature

young men, confident in themselves and their future."

If the editorial content of the *Venturian* bears any relation to reality, *Venture* would appear to be turning out a group of capable, well-adjusted and broadly trained junior officers.

With the first class gone and many staff changes made, an "Editorial Farewell!" has this to say:

"This business of fashioning *Venture* has been an enthralling job, and a great

work for good. It will probably always be an outstanding experience in our lives. From Captain to quartermaster, we have been a band of brothers working for one common purpose. When our turn does come, we shall turn over with pride to our successors, and carry away with us a very precious memory—the memory of the birth and early years of enterprise which we have little doubt will prove to be both an ornament and an asset of permanent value to the Service."

THERE'S NOTHING LIKE A PERSONAL CLOUD

Remember the Al Capp comic strip character, Joe Bpstk (?)—a scrawny, dejected little guy who shuffled his way across the countryside with a small black cloud hovering above him? It now appears that a ship in the Royal Canadian Navy has established a similar cosy relationship with a cloud, minus the disasters that dogged the heels of Joe. For an operational report of the RCN cloud's activities, Crownsnest readers are referred to the account prepared by Cadet (now Midshipman) Albert T. Horner for *The Venturian*, year-book of HMCS *Venture*.

THE ROYAL CANADIAN NAVY is the only navy in the world to have a rain cloud as part of its fleet. This cloud is based in Esquimalt and is considered part of the equipment of HMCS *Ontario* with whom it usually travels. It has remarkable station keeping qualities and may be found at any time exactly five cables above and ahead of the *Ontario*.

On the first *Venture* cruise, 1955, it rained the day we left Esquimalt. It was two days after we reached Hawaii before the rain caught up with us. This was attributed to an increase of speed of which the cloud was not informed. In Suva, Fiji (dear old Suva), it rained the day the *Ontario* came in sight of the island. It is believed in this instance that the cloud increased speed without notifying the *Ontario*. On the way to Platypus Bay, Australia (where incidentally there are no platypusses or even platy-kittens), the cloud maintained its proper position and moored two minutes after *Ontario* dropped her first anchor.

As may be expected, the cloud proceeded in company with the *Ontario* to Brisbane. Somewhere along the line, however, it wandered drastically out of station. We heard a "buzz" to the effect

that the cloud, much perturbed at this, became very angry and vented its rage on the Sydney area; there was a flood of sizeable proportions.

After resuming station outside of Auckland, New Zealand, the cloud and the *Ontario* proceeded to Suva and then to Pearl Harbour again. Since it did not rain after the first day alongside in Pearl Harbour, we reached the conclusion that the cloud had found an American submarine or destroyer to play with. In fact, the cloud must have forgotten some of its navigational principles because it didn't rain again until two days after *Ontario* had returned to Esquimalt. No doubt the local natives thought this was just the usual Vancouver Island weather, but we knew better.

However, a "buzz" went around that the Flag Officer had planned new manoeuvres for the *Ontario* and her cloud, so off they went to Europe, the cloud in station five cables above. Unfortunately the cloud became weary of the *Ontario's* company and after looking around Panama and the surrounding area, rained once to say goodbye and went on leave.

As a matter of fact, it didn't get back to Esquimalt until the late fall of 1955,

Commonwealth Personnel in Yacht

An officer and four men of the Royal Australian Navy and two men of the Royal New Zealand Navy will be members of the ship's company of HM Yacht *Britannia* during the Duke of Edinburgh's autumn tour of Australia, where he will attend the Olympic Games, New Zealand and Antarctica.

The Commonwealth personnel will remain in the *Britannia* until she arrives back in the United Kingdom in the early months of 1957, according to the *Admiralty News Summary*.

looking rather weary and not a little battered. It went into refit to have its rain tubes and lightning generators remodelled at about the same time as the *Ontario* left on the third *Venture* cruise, January, 1956. The Flag Officer, somewhat annoyed at the devil-may-care attitude of the cloud, would not allow it to sail with the *Ontario*.

Well, after much bickering, many conferences and much rain over the area, the cloud sailed and caught the *Ontario* and *Sioux* in the vicinity of 180th meridian. In fact, the cloud was so happy to see the *Ontario*, it rained itself silly for a week.

When we finally reached Yokohama, the cloud was sent over to Russia to check on the world situation. It returned after the fourth day with a load of snow from the cold war. This was heavy work, however, so the cloud had to rest by just shipping along with the *Ontario* until we reached Pearl Harbour. While we were there it held trials and pelted down the occasional drizzle to let the Captain know it was about and healthy. Finally we set out on the last leg of the journey and the cloud became so excited at the prospect of returning, it rained all over the place. The night before we entered Harbour it had a field day. With the *Ontario* and *Sioux* manoeuvring, it managed to soak them both liberally, and went on a few vector courses to say hello to Cape Flattery and the Swiftsure Light vessel.

Since the *Ontario* and *Sioux* were bound for the Caribbean within the week, the Flag Officer decided the cloud could go with them. It did, and for well over a month British Columbia had the best weather in Canada. In fact, it was too good! The odd forest fire broke out and there was talk of having some rain-makers come in to hose down the province.

This turned out to be unnecessary because the *Ontario* returned just in time with the little cloud in company, but not in station. It appears the *Ontario* wanted to shoot her guns to let people know she was coming, and the cloud, knowing an easy job when it saw one, offered to be a target. Well, as the cloud expected, it was the safest job it had had since bringing Cartier over from France and right away it began to look like the usual Vancouver Island weather. It rained.

The Admiral thought enough was enough and sent the *Ontario* and her cloud off to rain some ROTP Cadets on another southern cruise. The people around Victoria and Esquimalt are still wondering where all the sunshine came from so suddenly.

LOWER DECK PROMOTIONS

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

ALLISON, Robert S.LSAR1
 AMYOTTE, George R.LSEM1
 ANDERSON, Alfred E.P2EM2
 APPELYARD, Robert C.P2RN3
 ARSENAULT, Magella G.LSSW1
 ASH, Maurice.P2CR2
 ATKINS, Lorne G.LSCR1
 ATTWOOD, Ronald A.LSSW1
 AUSTIN, Gerald B.P2LR3

BADIOU, Lionel J.P2EM2
 BAILEY, Douglas G.LSCV1
 BAKER, Carl R.P2EM2
 BALDWIN, Douglas H.P2CS3
 BARRETT, Raymond F.LSA02
 BARR, John L.LSEM1
 BARRON, William V.LSSW2
 BARTRAM, Vincent J.C1ER4
 BATES, Alan W.P2RN3
 BECKSTEAD, Glenn E.LSCK1
 BEEK, William A.LSA01
 BELLAMY, Paul A.P1EM4
 BENOIT, Robert V.LSNS1
 BERGERON, Paul J.LSEM1
 BIDDLE, John N.LSCS2
 BLACK, Andrew J.LSAP2
 BOUCHARD, Joseph R.P2BD3
 BOUCHER, Laurie L.LSAC1
 BOUDREAU, William A.P2EM2
 BOUFFARD, Rene J.P2EM2
 BOWLES, Robert S.LSRD3
 BOXELL, Wilfred.LSEM1
 BRAND, David R.LSEM1
 BRASSARD, Francois J.LSCR1
 BREEN, Reynold J.P2EM2
 BRISTER, Charles E.P2BD3
 BROWN, Alvin E.LSCK1
 BROWN, William C.P2EM2
 BROWN, William D.LSEM1
 BUCCI, Joseph.C2CK3
 BUCHANAN, Alexander G.P2CS2
 BURKE, Wallace F.LSEM1
 BURRELL, James R.LSAP2

CANNON, Sylvan L.LSVS1
 CARR, Willard J.LSCV1
 CARROLL, Michael E.LSVS1
 CARROLL, Newton H.P2AF2
 CASE, Charles T.LSRT3
 CASEY, James A.P1NS3
 CASSIDY, Bernard J.P2EM2
 CASSIDY, William J.LSTD1
 CHALMERS, James H.P2EM2
 CHARNEY, Michael G.LSAP2
 CHRISTMAS, George S.LSSW1
 CHU, Michael Y.LSOM2
 CILLI, Herbert F.P2TD2
 CIZ, Miroslaw M.LSVS1
 COLEMAN, Ross G.LSAF1
 COMEAU, Leroy J.LSPW1
 CONNELLY, Edmund J.LSCR1
 CONTOIS, John W.LSEM1
 COOK, William J.LSRD3
 COOKE, Harvey B.C2EM4
 COOPER, David B.LSEM1
 COSTELLO, William F.P2AF2
 COVE, Leslie T.LSAM2
 COX, Douglas L.P2CS2
 CRANT, John.P2EM2
 CREPEAU, Jules A.LSEM1
 CROFTS, Douglas T.LSRD3

CROOKS, Ellis T.P2EM2
 CROTEAU, Claude J.LSEM1

DAVIDSON, Peter C.LSAC2
 DEACON, Frederick R.LSOM2
 DEVLIN, Norman D.LSAA1
 DEVLIN, Ronald J.LSAP2
 DeWOLFE, Earl A.C2SH4
 DONOHUE, Gerald R.C2ER4
 DOUCETTE, Raymond J.P2OM3
 DOUCETTE, Roy J.LSAP2
 DUBOURDIEU, Cyril.P2EM2
 DUNCAN, Alexander B.LSSW1
 DYCK, Abram.LSRP1

EASTON, Charles G.LSEM1
 ELLIS, Vernon W.LSEM1
 EMERY, Walter E.P1SM4
 EMPEY, Roy F.LNSM1
 ESPLIN, Archie E.LSTD2
 ESTABROOKS, Rex R.P2EM2
 EVANS, Robert L.LSTD2
 FAIRBANK, George E.C2EM4
 FAULKNER, George A.LSR13
 FELL, William B.LSAP2
 FERGUSON, Jack.LSEM1
 FERGUSON, William.LSCK1
 FISHER, Howard E.LSAR1
 FITZGERALD, David S.LSAP2



FLETCHER, Richard J.LSRT3
 FOOTE, Peter.P2CR2
 FORNATARO, Raymond J.LSEA3
 FORTIN, Jean-Claude J.LSMA1
 FORTIN, Joseph J.LSEM1
 FOSTER, Bruce R.LSCK1
 FRANCIS, Darryl C.P2EM2
 FRANKLIN, Edward F.LSBD2

GALLAGHER, Brenton A.LSEM1
 GARDNER, Thomas W.P1RP3
 GAREAU, Bernard J.LSNS2
 GARRETT, James C.LSEM1
 GAUDET, Edgar.P2RP2
 GEORGE, Robert G.LSAP2
 GIBSON, Douglas A.LSOM2
 GLANFIELD, William T.C2EM4
 GORDON, Dennis C.LSAP2
 GOULD, Roy E.LSA01
 GOWANLOCK, Frank G.LSRW3
 GRACE, Harold J.C2EM4
 GRAHAM, Ivan E.P2CS3
 GRATTO, William A.P2AF2
 GREENWOOD, Richard G.LSNS1
 GRENIER, Francois J.LSEM1
 GRIMSTER, Donald J.LSAR1
 GUNDERSON, Donald L.LSAM2

HALL, James R.LSEM1
 HAMBLY, James E.LSAW1

HANSELMAN, Gerald W.LSCK1
 HARDY, Donald R.LSEM1
 HARPAM, Barrie A.LSCR1
 HARRIS, Kenneth H.P2RW3
 HAUKAAS, Alf.LSMA2
 HAWKINS, Clifford R.P2EM2
 HAY, Norman L.LSBD2
 HAYWARD, Arthur E.LSAP2
 HEASLER, Bernard R.LSCK1
 HEATH, John M.P2CS3
 HEFFERMAN, Karl R.LSAR1
 HEFKEY, Robert J.P2ED3
 HENDERSON, Colin E.P2CK2
 HENDERSON, Harvey W.LSAP2
 HENDERSON, Thomas A.LSTD1
 HILL, Kenneth M.LSEM1
 HILL, Michael J.LSAP2
 HILL, Peter E.P2GA3
 HILLABY, William G.P2CS3
 HILLYER, William E.P1ER4
 HOPKINSON, Giffen H.LSAM2
 HOWES, Wayne L.LSAA1
 HUGHES, Patrick E.LSEM1
 HUGHES, Richard E.LSEM1
 HUTCHISON, George M.P2CS3

IRVINE, John.C1ER4
 IRWIN, Robert F.LSAP2
 IVANKO, Anthony.P2EF3

JACKSON, Robert L.P2CS3
 JAMIESON, William.C1ER4
 JESSUP, Kenneth J.LSCR1
 JINKS, Beverly D.LSEM1
 JOHNSTON, Edward W.LSCK2
 JOHNSTON, Samuel L.LSAF1
 JONES, Edward T.LSEM1
 JUULSEN, Robert H.LSAP2

KACHALUBA, Raymond F.P2EM2
 KANE, Kenneth E.C1SH4
 KAZIMIR, Theodore.LSCV1
 KAZMIRUK, George D.P2EM2
 KELLY, Douglas A.P2GA3
 KENT, Ronald F.LSEA3
 KERR, Ronald H.P1EM4
 KEWLEY, Daniel G.LSAR1
 KIRKHAM, John D.LSAA1
 KLOOSTERMAN, James.LSAA1

LAATSCH, Howard D.P1GA4
 LAFRANCE, Joseph A.LSAC1
 LAING, Wilfred.LSEM1
 LAMING, Carl D.P2OM3
 LAMOTHE, Charles-Emile.LSEF3
 LANNAN, Marvin B.LSEM1
 LAPOINTE, Paul A.P2EM2
 LAPORTE, Daniel L.LSRP1
 LAROSE, Joseph J.LSAR1
 LARTER, Eugene.LSVS2
 LAUZON, Rudolph J.LSAP2
 LAVALLEE, Maurice J.LSSW2
 LAVERDURE, Denis Y.LSCK1
 LAWSON, Kenneth C.LSNS1
 LAWTHER, John A.P2CS3
 L'OISEAU, John P.LSAR1
 LEBLANC, Louis E.P2AF2
 LEBLANC, Leo G.LSEA3
 LEFEBVRE, Ira D.LSMA2
 LEMIRE, Adelaar J.LSSW2
 LESAGE, Marcel R.LSNS1
 LINDSAY, Ronald P.LSAP2
 LYLE, Peter D.LSSW1

MacDONALD, Colin D.P2MA2
 MacDOUGALL, Vernon K.P2CS2
 MacLAUGHLIN, Robert J.LSEM1
 MacLEAN, Kenneth O.P2OM2
 MacLEOD, Marshall E.LSEM1
 MacWILLIAMS, Dugald S.P2EM2
 McALLISTER, George K.P2EA3
 McARDLE, Kevin F.LSEM1

McCLYMONT, Roy A.....LSEM1
 McDOUGALL, Donald J.....LSAA1
 McFARLANE, James R.....LSAR1
 McGILLIS, Leo P.....P2EM2
 McKONE, Bruce A.....P2EM2
 McLAUGHLIN, Donald H.....LSQM2
 McLAUGHLIN, Earl E.....LSCR1
 McNAUGHTON, George W.....LSRD3
 McPHEE, Francis R.....LSCK1
 MARSHALL, Alan T.....LSAO2
 MARTIN, Edward A.....LSEM1
 MAUD, Robert M.....LSEM1
 MAYHEW, Milton M.....LSAF1
 MEI, George C.....P2BD3
 MERKL, Frank N.....LSEM1
 MILLMAN, Hugh A.....LSAP2
 MITCHELL, Donald F.....LSCK1
 MITCHELL, James L.....LSQR1
 MONDOR, Joseph R.....LSEM1
 MOORE, Allan E.....LSOM2
 MOORE, Douglas M.....LSQM1
 MOORE, Jack.....LSAW1
 MORASH, William A.....P2EM2
 MORENCY, Stewart J.....C2SH4
 MORLEY, Ernest A.....C2EM4
 MORTLOCK, Douglas H.....LSAR1
 MOUNER, Gustave J.....C2ER4
 MOUSSEAU, Joseph G.....LSAR1
 MROZINSKI, Joseph E.....LSRD3
 MUISE, Peter K.....LSAC1
 MURPHY, Claude L.....LSAC2
 MURPHY, Jack W.....LSRD3
 MYRA, Douglas J.....LSBD2

NASH, Michael P.....C2EM4
 NICHOL, Howard A.....P2GA3
 NILSEN, Kaare G.....LSEA3
 NOA, Howard E.....LSEM1

PACKER, William H.....LSAR1
 PAUPST, Kenneth H.....LSAF1
 PEARSON, John E.....LSAR1
 PEMBER, George H.....LSAF1
 PLEDGE, Frederick R.....LSAA1
 PORTER, Melvin.....C2EM4
 POST, Neal A.....P2EM2
 POTTS, Donald G.....P2CR2
 POWELL, James B.....C2EM4
 POWERS, Robert J.....LSRT3
 PRILL, Arthur E.....LSNS1

QUICK, Ronald W.....LSAP2
 QUINN, Richard F.....LSAP2

READ, Ernest A.....LSEM1
 REDDING, Raymond L.....LSSW1
 REID, Edward D.....P2CK2
 REILLY, Harold W.....LSCV1
 REYNOLDS, Morris H.....P2BD3
 ROE, Douglas C.....C2SH4
 ROSS, William R.....LSRP1
 ROTH, Ronald C.....LSEM1
 ROWLEY, Alan.....P2CV2
 ROY, Gerald J.....LSEM1
 RUMSAM, Jack.....LSAC1
 RUTLEDGE, Frederick L.....LSPW1

SALTER, Brian W.....LSCS2
 SCANLAN, Basil C.....P2CS3
 SCHEUER, Karl H.....LSBD2
 SCHROFFER, George W.....C2ER4
 SCHWAGER, Vernon B.....P2GA3
 SCOTLAND, Douglas B.....P2AR2
 SCOTT, Hugh A.....LSAF1
 SCOTT, William G.....LSPW2
 SETTERINGTON, Richard M.....LSAP2
 SHEEHAN, Donald G.....LSAP2
 SHEEHY, William R.....P2NS2
 SHIELDS, Allan L.....LSCV1
 SIGALET, John W.....P2EM2
 SINCLAIR, Thomas E.....P2EF3
 SIREN, Donald K.....LSAR1
 SKIFFINGTON, William B.....P2EM2
 SKIRTEN, Harold.....P2EM2
 SLACK, Lloyd S.....LSRP2
 SMITH, Martin J.....LSCR1

SMITH, Philip H.....LSAP2
 SMITH, Robert G.....P2CS3
 SMITH, Robert L.....LSAR1
 SPEAREY, Earl M.....LSAM2
 SPRING, Ernest W.....LSEM1
 SQUIRE, Bruce H.....LSAP2
 STARR, Wilbert J.....LSCR1
 STEEPE, Harold W.....LSEM1
 STEVENS, Charles W.....LSEA3
 STEVENSON, Ronald C.....PIER4
 STEWART, Carl R.....P2RS3
 SUMNER, Robert H.....CIER4

TAYLOR, Gary J.....LSCV1
 TAYLOR, Garry S.....P2EM2
 TERRY, Melville H.....LSAF1
 THOMAS, Leonard L.....LSAF1
 THOMPSON, Carol K.....P2CK2
 THOMPSON, Harry R.....P2CD2
 THOMPSON, Norman H.....C2ER4
 THOMSON, George H.....LSCK1
 TRINDER, William R.....LSAR1

UMPHREY, Verne N.....P2AF2
 URQUHART, Carl J.....LSOM2
 URQUHART, Ian A.....LSAP2

VANSICKLE, Donald C.....LSTD1
 VEINOT, Vernon D.....P2CS2
 VICTOR, Reginald A.....LSAR1

WAKUNICK, Gerald.....P2EM2
 WALTERS, Eric.....LSEM1
 WALTON, Bernard R.....LSAF2
 WALTON, Joseph M.....LSVS1
 WEBB, Jack P.....P2NS2
 WHEELER, Robert U.....LSAP2
 WHITE, Keith D.....LSEM1
 WHITEHOUSE, Edward G.....CIER4
 WICKSTROM, Dewain C.....P2NS2
 WILDE, Marnon K.....P2EM2
 WILLIAMS, William E.....PIER4
 WILMOT, William J.....LSEM1
 WILSON, Hughie C.....LSTD1
 WILTON, George R.....P2CS3
 WOOD, Joseph.....LSEM1
 WOODWARD, Frank A.....P2CR2

XUERE, Joseph.....LSSW2

YOUNG, Fabian J.....LSSW1
 YOUNG, Gerald E.....LSSW1
 YAWOROWSKI, Roman.....LSPW1

ZURAWEL, Thomas.....LSEM1

LETTER TO EDITOR

Sir:

I read the article on HMCS *Cape Breton's* pipe band in the July issue of *The Crow's Nest* with great interest. In the last paragraph there is the hint of an opportunity, so far ignored, to reverse a tendency has been operating over the last century; the tendency for male dress to become dull in colour. With the reorganization of the Royal Marines in 1922, and the consequent disappearance of the Light Infantry scarlet jacket from Her Majesty's Ships, seamen now wear only blue, white and, even duller, khaki; relieved with a little gold or red.

May I take the liberty of suggesting, through your columns, that the band of HMCS *Cape Breton*, and the much more

ancient one of HMCS *Brunswick*, should be clothed in a fashion befitting pipers? Four courses seem to be open:

The chieftan of some clan might grant permission for his tartan to be worn;

With the concurrence of Provincial authorities, that of Nova Scotia might be adopted;

Her Majesty's permission to wear Royal Stuart might be sought; or,

Taking our time (for once) from the junior service, an RCN sett might be designed.

I suggest that the first course might not be desirable on several counts; as to the second, while the Nova Scotia tartan is handsome, it would not achieve the brightening of nautical dress. Royal Stuart, on the other hand, is gorgeous stuff but Her Majesty might not permit its use (and that is a matter entirely in the Royal Prerogative). So I think that it might be best to set out right away to design a new sett.

Naturally I have a suggestion for this, or I would not be writing this letter. My design incorporates the three white stripes from the seaman's collar and the cross from the admiral's flag. I enclose a rough sketch and hope that you can adapt it for reproduction.*

Having said "Let the pipers wear kilts" we must complete the costume. On dress occasions the piper, by Scottish tradition, is a very dressy person indeed—he should have a blue doublet with gold buttons (irrespective of rank), blue and white argyle stockings with red garters, and buckled shoes or white spats and boots. And on his head let him wear a blue Glengarry with a cap tally, but not tied in pusser fashion—it should be sewn on, name on the port side and ends free at the back. Petty officers could wear their cap badge with a plume of gulls' pinion feathers. And over the doublet goes the plaid secured with a cairngorm brooch. For Number Threes the pipers could wear the philabeg with battle blouse, stockings, laced shoes and Glengarry.

As for who is going to pay for all this finery, I have no suggestions whatever. But with a constant stream of pipers passing through *Cape Breton* and going to the fleet, I think that the opportunity should be seized to establish the position of ship's piper—one piper per ship can do for a small ship navy as much as the Royal Marine Bands can for the Royal Navy.

Yours truly,
 (signed)

PHILIP CHAPLIN,
 Manotick, Ontario.

*Sorry!—Ed.

Naval Lore Corner

NO. 40
SUBMARINE EPISODES

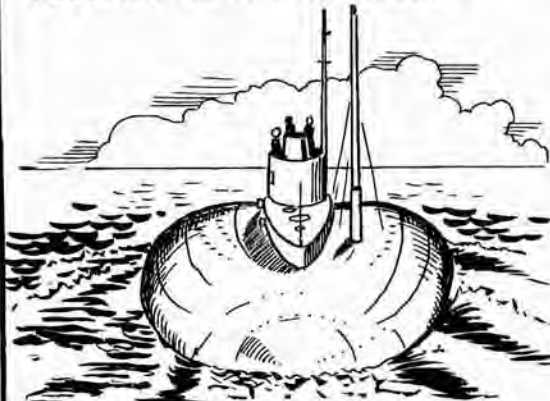
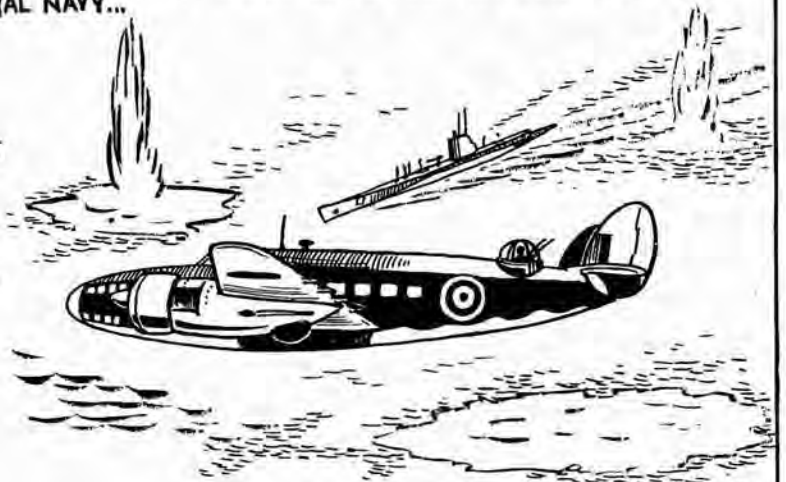
THE SUBMARINE THAT
SANK ITSELF TO
ESCAPE THE NAZIS...



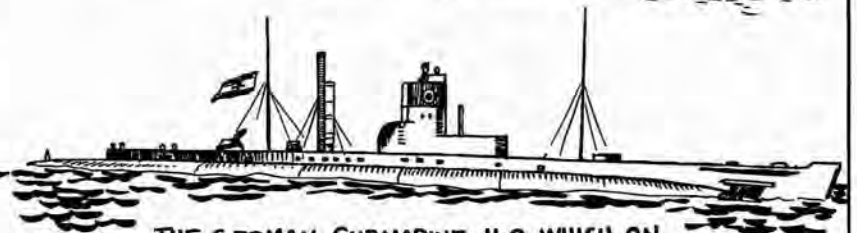
THE NORWEGIAN SUB 'B-1' WAS AT NARVIK WHEN THE NAZIS INVADED NORWAY. SHE REGULARLY SUBMERGED TO REMAIN HIDDEN DURING AIR RAIDS. MOVING TO THE BAY OF BOGUN, THE SUB'S BALLAST TANKS WERE SLOWLY FLOODED AND SHE SANK. THE CREW ESCAPED OVER THE MOUNTAINS BY SLEIGH TO SERVE AGAINST THE GERMANS. ONE MONTH LATER NARVIK WAS RECAPTURED BY THE ROYAL NAVY AND DIVERS WENT DOWN AND BLEW THE B-1'S BALLAST TANKS TO SURFACE HER. AFTER REPAIRS HER OLD CREW RETURNED TO MAN HER AND FIGHT WITH THE ROYAL NAVY...

THE AIRCRAFT THAT CAPTURED A U-BOAT!

THE U570 WAS CAUGHT SURFACED BY A HUDSON BOMBER ON HER FIRST VOYAGE. THE AIRCRAFT DROPPED DEPTH CHARGES WITH SUCH ACCURACY THAT THE U-BOAT'S CREW CAME ON DECK AND SHOWED A WHITE FLAG. THE HUDSON CIRCLED THE U-BOAT UNTIL SURFACE FORCES ARRIVED TO TOW THE U-BOAT TO ICELAND. SHE WAS THE FIRST U-BOAT CAPTURED IN WORLD WAR II AND WAS LATER REPAIRED AND RECOMMISSIONED HMS. GRAPH...



THE GERMAN SUBMARINE FREIGHTER 'DEUTSCHLAND' WAS BUILT IN WORLD WAR I AS A BLOCKADE RUNNER. ON JULY 9, 1916 SHE CROSSED TO BALTIMORE WITH A CARGO OF DYES AND RETURNED TO GERMANY WITH NICKEL AND RUBBER...



THE GERMAN SUBMARINE U-9 WHICH ON SEPTEMBER 22, 1914 SANK THREE BRITISH CRUISERS, HMS ABOUKIR, HMS CRESSY AND HMS HOGUE IN A SINGLE ACTION...



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