

The CROWSNEST



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THE ROYAL CANADIAN NAVY'S MAGAZINE

SEPTEMBER, 1959

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PICTURE OF THE MONTH

Upside down over *Shearwater*, one of the Royal Canadian Navy's Banshee all-weather jet fighters displays the Sidewinder guided missiles with which the aircraft are armed. The Sidewinder—the first guided missile to go into operational use in Canada—is named after a desert rattlesnake which has developed a peculiar diagonal looping motion to facilitate its travel across loose sand.

Fired in the general direction of an enemy aircraft, the missile is guided toward its destination by a heat-sensitive device which causes the weapon to home on to the exhaust of the target's engines. (DNS-23541)

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

The Cover—High in the tree-tops are two UNTD officer cadets, crossing the Burma bridge on Cornwallis' famous assault course. Formidable as the course may seem, there was no loss of life and survivors are back at their desks, confident that from now on life is a cinch. (DB-12621)



RCN NEWS REVIEW

On the occasion of his last appearance at ceremonial divisions, the retiring commanding officer of HMCS Cornwallis, Captain M. J. A. T. Jette, was cheered by the ship's company as he was hauled across the parade ground on a field gun limber. Mrs. Jette followed behind in an open car. Captain Jette, who was succeeded by Captain F. C. Frewer, is attending National Defence College, Kingston.

Ambush Returns To United Kingdom

HM Submarine *Ambush* left Halifax September 10 to return to the United Kingdom. Under the command of Lt.-Cdr. P. F. B. Roe, of Saltash, Cornwall, England, the *Ambush* thus ended a 14-month commission in the Royal Navy's Sixth Submarine Squadron at Halifax.

Relatives and friends bade farewell to officers and men of the *Ambush* on her departure from Jetty 5. A naval band was in attendance.

A farewell message from Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, said:

"On your departure from my command I congratulate you all on the outstanding manner in which you have met all commitments. *Ambush* has established a record of service while steaming the equivalent of one and a half times around the world of which you can all be proud. Well done and thank you."

After various trials in waters off Scotland, the *Ambush* will go to Portsmouth, Eng., to pay off. She is to be replaced in Halifax by HMS *Auriga*, due November 12.

Since June 9, 1958, when the *Ambush* sailed from England to Halifax, she has steamed a total of 33,373 miles and has spent 212 days at sea, exercising with units of the RCN and Maritime aircraft of the RCAF.

During her Canadian stay, she has fired "missiles" and carried out attacks during exercises. The amount of time

spent at sea and the miles steamed, speak volumes for the heavy program undertaken by the Sixth Submarine Squadron. Statistics of the *Ambush* on this commission are only slightly above average for submarines here.

"We thoroughly enjoyed our stay here," said Lt.-Cdr. Roe. "Everyone has been very kind to us throughout."

The *Ambush* had one officer and eight men of the RCN in her ship's company of 60-odd, when she sailed back to Britain.

Algerines Given To Belgian Navy

The former Algerine class coastal escorts, HMC Ships *Wallaceburg* and *Winnipeg*, are now in commission as units of the Belgian Navy.

Under the terms of the Canadian program of mutual aid to NATO member nations, they were transferred to Bel-

gium in August. The *Wallaceburg* transfer ceremony took place at Sydney, N.S., on August 1 and that of the *Winnipeg* at Esquimalt on August 7.

Hon. George R. Pearkes, VC, Minister of National Defence, and His Excellency Arthur Gilson, Minister of Defence for Belgium, officiated at the *Winnipeg* transfer ceremony at Esquimalt. The Belgian Defence Minister was accompanied by Commodore L. J. J. Robins, Chief of the Belgian Naval General Staff, who had earlier accepted the *Wallaceburg* at Sydney.

The *Wallaceburg* was officially presented to Belgium by Rear-Admiral (E) B. R. Spencer, Chief of Naval Technical Services, who represented Vice-Admiral H. G. DeWolf, Chief of the Naval Staff.

During his visit to the Pacific Command, Mr. Gilson, also witnessed the annual *Venture* graduation ceremony, in which three Belgian cadets were members of the graduation class.

The *Wallaceburg* was built at the Port Arthur Shipbuilding Co. Ltd., Port Arthur, and was commissioned into the Royal Canadian Navy on November 18, 1943. She served on convoy escort duties in the western Atlantic during the war, and afterwards was employed in the training of naval reserves on the Great Lakes during the summer months and on training and operational duties in the Atlantic Command. She was paid off into the Reserve Fleet at Sydney in September 1957.

The *Winnipeg*, also built by the Port Arthur Shipbuilding Company, was

Haidas Remember Old Navy Friends

The Haida Indians of Skidegate Mission have long, long memories. When the destroyer escort *Saguenay* put in at their village this year, the older inhabitants inquired solicitously about their friends, Lieutenant Adams and Lieutenant Lay.

Both officers, their days as lieutenants far behind them, retired from the Royal Canadian Navy in 1958 as rear-admirals. Rear-Admiral H. N. Lay left the rank of lieutenant behind in 1933 and Rear-Admiral K. F. Adams had reached the rank of lieutenant-commander by January 1936.

commissioned on July 29, 1943. Like the *Wallaceburg* she was employed on convoy escort duty during the war. After the war she sailed from Halifax to Esquimalt, where she was placed in reserve in January 1946.

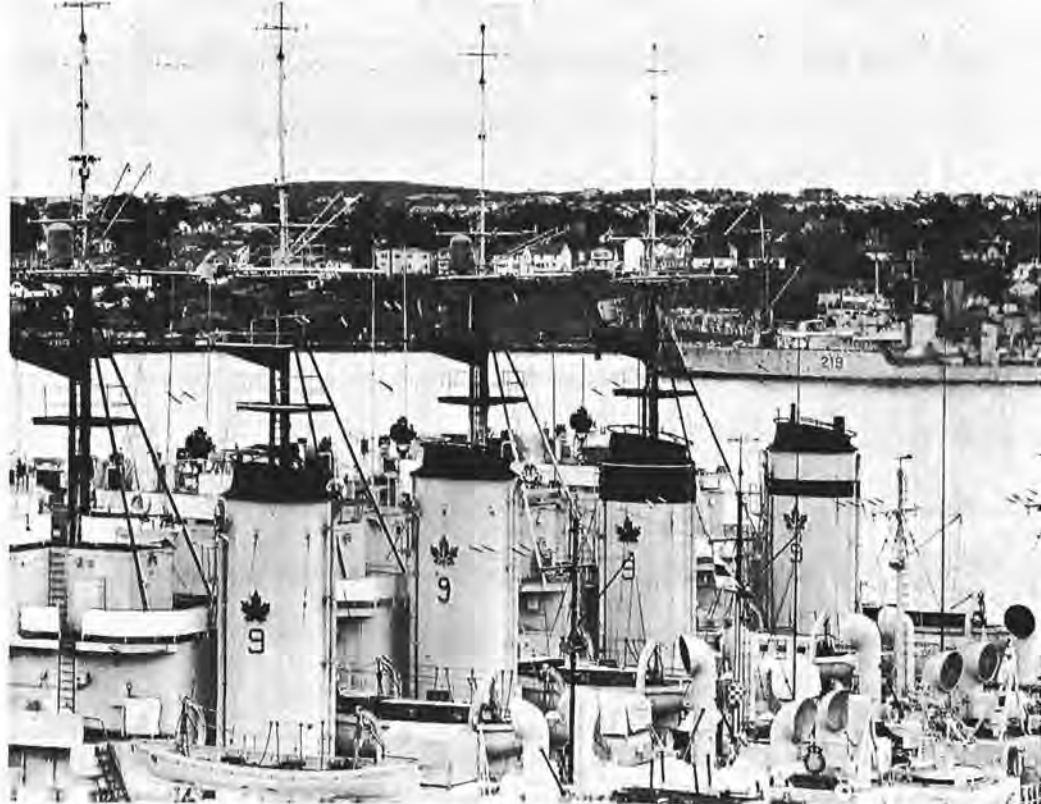
Following refit this year, both ships were equipped and stored before transfer to the Belgian Navy.

Chaplains Take Divisional Course

Clergymen of the Anglican, Lutheran and United Churches of Canada recently completed a Naval Chaplain's Divisional course in *Cornwallis*.

The course, of three weeks duration, included as an introduction to naval life lectures on discipline, organization, administration, principles of leadership, and many other topics of naval interest. In addition to lectures, the chaplains were also given basic parade drill and, to keep them fit and attentive, sports and physical training each day.

Then RCN(R) chaplains from virtually every part of Canada attended the course. They were: Chaplains J. R. Fife, Saskatoon; I. H. Williams, Tavistock, Ont.; John Nickels, Ottawa, and William Walter, Birch Hills, Sask., all of the Anglican Church of Canada; H. Eriksson, New Westminster, B.C.;



Five squadrons of destroyer escorts and frigates are serving in the Atlantic Command of the RCN, following the formation of the Ninth Escort Squadron at Halifax this month. Four of the five frigates of the new squadron are shown together at Jetty Five in the dockyard. Left to right are the *Lauzon*, *Buckingham*, *Cap de la Madeleine* (senior ship) and *La Hullose*. The fifth member of the new squadron, the *Swansea*, was having her annual refit. (HS-58437)

Robert Rock, Dartmouth, N.S., and Edgar Schroeder, Lively, Ont., all of the Lutheran Church, and F. Burn, Ban-

croft, Ont.; David Dickey, Donalda, Alta., and Robert Jackson, Huburn, N.S., all of the United Church of Canada.

ASSOCIATE DEFENCE MINISTER APPOINTED

THE APPOINTMENT of Hon. Pierre Sevigny, Member of Parliament for Longueuil, as Associate Minister of National Defence was announced on August 20. First elected to the House of Commons in 1958, he had been Deputy Speaker since May 12 of that year.

The associate minister in September accepted an invitation to attend as guest of honour the commissioning of the new destroyer escort *Columbia* at North Vancouver on November 7.

Pierre Sevigny was born in Quebec City on September 12, 1917, and was educated at Loyola College, Montreal; Seminaire de Quebec, Quebec City and Laval University in Quebec City.

He joined the militia at the age of 16 and was a sergeant when the Second World War broke out. Commissioned in the Regular Army in 1940, he went overseas as a captain two years later.

When he landed with the 4th Medium Regiment, Royal Canadian Artillery, in Normandy on July 6, 1944, he was a troop commander and forward observation officer.

During the Battle of the Rhine Pierre Sevigny lost his left leg above the knee. He was decorated by the Polish Government with the *Virtuti Militari*, Poland's highest decoration for military achievement, and received the French and Belgian *Croix de Guerre*.

After being wounded, Mr. Sevigny returned to Quebec as a major and learned to walk with an artificial leg. During this period he found time to write "Face a l'ennemi" (Confronting the Enemy), a soldier's story of battle. In 1947 the book won the *Prix Ferrieres* of the *Academie Francaise* for war biographies, but it has not been translated into English.

At the age of 29 he became a lieutenant colonel and Staff Officer with Quebec Command. Leaving the Regular Army in 1946 he was for two years commanding officer of the *Regiment de Quebec* before retiring.

Mr. Sevigny won the nomination and campaigned as Conservative Federal candidate in *Iles-de-la-Madeleine* riding in 1949. He lost by 50 votes. In

1957 he contested and lost the *Longueuil* riding but on March 31, 1958, he won it.

Mr. Sevigny's father, the Honourable Albert Sevigny is Chief Justice of Quebec, having been Speaker of the House of Commons when chosen as Minister of Inland Revenue in the Borden cabinet in 1917.

Mr. Sevigny was active in construction and real estate. He was president of the Canadian Club of Montreal in 1956-57. Director of *Ste-Jeanne d'Arc* Hospital, director of the *Dieppe* Home for Epileptics and governor of the *Montreal General Hospital*, Mr. Sevigny is also active in various other charitable organizations.

In 1946 Mr. Sevigny married Corinne Alice Rosemary Kernan, granddaughter of Sir Charles Fitzpatrick, who was a member of Sir Wilfrid Laurier's cabinet. They have one daughter, 12-year old *Pierrette*, and two sons, Albert, eight, and Robert, five.

Mr. Sevigny's home address is 33 *Rosemount Avenue*, Westmount.

His hobbies are golf and bridge.

THE BULLETIN BOARD

Ideas Win Cash Awards of \$4,000

Over a 14-month period, 65 members of the RCN and their civilian co-workers have received in cash for their suggestions approximately \$4,000.

The Canadian government was quite happy to part with this substantial amount of money, because suggestions adopted by the Navy last year resulted in a saving of about \$81,000.

The award of these cash prizes is a continuing thing and naval personnel and civil servants can share in them by coming up with ideas on: improving the equipment in the jobs they are familiar with; reducing costs of departmental administration; improving office procedures and simplifying forms; eliminating delays; reducing waste of material and labour; improving working conditions, and so on.

The cash awards are made after the ideas have been accepted and put into practice. The procedure to be adopted in submitting suggestions is given in

General Order 71.1901/3. Suggestions must be sent to:

*The Secretary,
Suggestion Award Committee,
Department of National Defence,
OTTAWA.*

There is nothing in the rules to say that a person winning an award for a suggestion cannot try again. CPO J. F. Brown, who is on the staff of the Principal Naval Overseer, Halifax Area, had three separate suggestions accepted. These earned him two cash prizes and a merchandise award plus the commendation of Naval Headquarters. His ideas had to do with his own specialty, electricity.

Kenneth C. Grey, a member of the Civil Service, employed with the procurement branch at Naval Supply Depot, Ville la Salle, won an award from the Suggestion Award Board and a congratulatory letter from the Naval Secretary by proposing an improvement in certain paperwork methods. It was Mr. Grey's second award.

Two men serving with 32 Utility Squadron at *Shearwater* are past winners. CPO William Bovey suggested an improved signalling technique between the flight deck officer and pilots during take-off preparations on board the *Bonaventure*, while PO Cyril Heaton's idea concerned a gauge to facilitate the servicing of brakes of some naval aircraft.

General Order on Submarine Duty

Regulations covering service of Canadian naval personnel in submarines are given in General Order 10.21/1 which supersedes the previous general order bearing that number.

The new order states that officers and men of the Royal Canadian Navy may apply for service in submarines at any time during their service career. However, to be selected for training in submarines, a man must have at least four years unexpired service remaining at the time of commencing such training or he must re-engage for a further period of service.

Men qualified in submarines will be allowed to wear the appropriate submarine badge for the remainder of their service in the RCN, subject to its removal on the authority of Naval Headquarters.

An appendix to the order lists the special conditions of service for personnel on duty outside the RCN, in line with the present system under which personnel train with the Royal Navy and serve in RN submarines.

Captain Morland Leaves Service

The Supply Officers of the Atlantic Command dined with Captain (S) T. F. T. Morland, Command Supply Officer, in July in the *Stadacona* wardroom on the occasion of his retirement from the Royal Canadian Navy.

The dinner was presided over by Cdr. (S) W. J. Marshall, of *Shearwater*, and a handsome outfit of fishing equipment was presented to the guest of honour by the officers present. Cdr. (S) D. A. Collins, of the *Bonaventure*, made the presentation.



"'Tis some poor fellow's skull, said he, who fell in that great victory." Only this time it wasn't. The "poor fellow", working in the engineroom of HMCS *Miacac*, was wearing a safety hat when a broken chisel from an air drill was driven downward for 25 feet onto his head. It could have been a fatal accident, instead of a headache. Just more proof that headache tablets are cheaper than engraved tablets and that safety precautions pay. (HS-57126)

A Modern Nelson

By

Cdr. E. E. Kintner, USN

"IN MANY WAYS, his spirit and example seemed to revive in our stern and tragic age the vivid personality and unconquerable, dauntless soul of Nelson himself." These colourful words were used by Winston Churchill in obituary to his old friend, Admiral Sir Roger Keyes.

In the long history of the British Navy, only a few names rank above Keyes for physical courage, reasoned judgment and responsible leadership. In recent times no other naval officer possessed the Nelson virtues in the degree these were included in the personality and character of Roger Keyes.

Although, by the strange workings of history, Keyes had not reached senior rank when 40 years of European peace erupted into the First World War, he contributed greatly to Allied victory. Already retired when the Second World War began, he was largely responsible for the partial, though belated, preparedness of the Navy, and for initiating the development of commando and amphibious tactics and equipment which played such an important part in achieving a second Allied victory.

Like Nelson, Keyes was warmly human. His pride in the Navy and in his position in it was tempered by a constant humility before God and his fellow men. His impetuosity and optimism in the face of long odds were tempered by his own penchant for the most careful planning and preparation. Like most successful naval leaders, he seemed to be blessed, as he himself firmly believed, with a "lucky star".

A more impressive background from which a brilliant naval officer could spring is difficult to imagine. For four centuries, Keyes' ancestors had been in the forefront of British military matters. His grandfather died while serving as an army surgeon in Madras. His father commanded a regiment on the Punjab border during the Indian Mutiny and was recommended twice for the Victoria Cross for instances of unusual bravery. His mother was the daughter of a field marshal. Keyes himself was born at Tundiani Fort in 1872 while his father was commanding the Punjab Frontier Force, and his first five years were spent in that dangerous outpost of the Empire.

Keyes' career as a young officer was filled with impressive examples of personal courage and intrepidity. During the Boxer uprising the Chinese attacked

a company of Indian troops attempting to establish a fortified line near Hong Kong. Keyes and an army friend started off as soon as they heard of the action to get into it. "Long and I agreed that we must settle the show before any general or commodore could arrive. We had 12 or 15 hours clean and our only fear was that the company commander on the spot would attack before we arrived." Long commanded the counter-attack, and Keyes led the charge which broke the Chinese lines. Throughout his naval service, Keyes showed a similar instinct for being in the middle of any dangerous action.

Two months later, Keyes was in command of a British destroyer off Taku Harbour. The Chinese had recently obtained four new destroyers from foreign shipbuilders. Keyes worked up a plan for British destroyers to capture the Chinese ships before they could interfere with Allied operations. He ran his own destroyer, the *Fame*, alongside one of the Chinese destroyers and led a boarding party which caused the Chinese crew to flee ashore. Other British ships followed his example and the four new destroyers were easily captured.

Editor's Note

"While reading a recent book on the Gallipoli Campaign I was struck by the force of the personality of Sir Roger Keyes. My interest induced me to summarize Keyes' fascinating career in the Royal Navy. The attached article is the result.

"In my opinion Keyes' life is a fine example for study by young officers in any navy. Perhaps the impressions it has made on one U.S. naval officer will be of interest to your readers."

In these words Cdr. Edwin E. Kintner, USN, Nuclear Power Superintendent at Mare Island Naval Shipyard, Vallejo, California, explains how he came to write the accompanying glowing appreciation of the career of a famous British naval officer.

The Crowsnest is grateful to Cdr. Kintner for the opportunity of publishing this stimulating and thought-provoking article.

While carrying out the capture of the four Chinese destroyers, Lt. Keyes noted that Hsi-cheng Fort, about 12 miles up river, was strategically important in the Allied operation to relieve the Peking garrisons, and he recommended the immediate capture of the fort to Admiral Bruce, then Commander-in-Chief. Bruce coldly turned down the proposal. In characteristic manner, Keyes then sought out a Russian general in the area and proposed to him that he should lead 2,000 Russian troops to capture the Chinese fortification. Again he was turned down. The Russians estimated 4,000 troops would be required.

Blocked in these two approaches, Keyes proposed to Admiral Bruce's superior, Sir George Warrander, that he (Keyes) should reconnoitre up the river past the fort in the *Fame*. On the second trip up river, without authority from Bruce or Warrander, Keyes went ashore with 32 men, dashed headlong into the fort, found to his surprise that it was unoccupied, and destroyed six modern 6" guns which had effectively blocked the river to passage by Allied ships. Acting outside the orders of his seniors, with men available from his own small ship, the lieutenant captured and destroyed a key fortification which had been estimated to require 4,000 troops to reduce!

Having thus opened the river route to Tientsin, Keyes voluntarily participated in two infantry attacks on Chinese batteries shelling the city and personally rescued a midshipman overboard in the river (for which he received the Royal Humane Society's Bronze Medal).

When the international expeditionary force to relieve Peking reached the city, Keyes was in its vanguard; he planted the first British flag on the walls of the city and was the first man into the Legation Compound.

For having left his vessel to get into the midst of the Peking action, Keyes was relieved from command of the *Fame*, but he marched directly in to the commander-in-chief, told him he had been treated badly, and succeeded in obtaining re-appointment to his command.

As a result of the reputation he had made during the Boxer incident Keyes, now 28 years old, was promoted to commander. Already he was five to six years ahead of his contemporaries—an unusual accomplishment for the British Navy at that time.

BUT KEYES had many military qualities other than physical courage. On his return from China to home waters he became Flotilla Commander of destroyers. Now his administrative and command capabilities, and his abilities in the development of new tactics and weapons began to show. He was instrumental in developing new heavy-weather and night tactics for destroyers—a type of naval vessel which to that time had not been much use in Fleet operations. One successful night attack during exercises of the Home Fleet significantly changed the offensive doctrine for destroyers and increased the regard with which they were held in the Royal Navy.

Keyes made another major contribution as Inspecting Captain of Submarines, the senior billet which Keyes assumed when only 36 in a force then in its infancy. Submarines were considered solely coastal defence vessels when Keyes took command. Their ranges were short and their offensive capabilities limited. The new Inspecting Captain, with his usual energy and effectiveness, turned to correcting their defects.

Recognizing that if submarines were to be improved rapidly the monopoly then held by the Vickers organization would have to be broken, Keyes decided to bring some healthy competition into their design and construction. But Vickers had the wholehearted support of Lord Fisher, the First Sea Lord—as forceful, vindictive and uncompromising an officer as the Navy ever produced.

With Churchill's assistance, Keyes drew up a set of specifications for advanced overseas submarines and forced through, over Fisher's objections, a competition for the design of the first ocean-going submarine types in the British Navy.

In 1912, Keyes conducted the first submarine exercises against a screened fleet, and developed in the submarine force the ability to operate in advanced positions against modern ships. His successes in these activities partially alerted the British Navy to the threat of German submarines and accelerated the development of both pro-submarine and anti-submarine tactics.

By the late summer of 1914, when the First World War broke out, the British submarine force was keyed up and ready for offensive operations. In the first months of the naval war, a phony war, not unlike that in France in the Second World War, developed in the North Sea. The failure of the British to take the offensive irritated the ag-

gressive Keyes, and he initiated his own offensive by sending his submarines into German waters to provide the British Navy with important information concerning German naval movements. When no large surface actions developed, he suggested the offensive sweep into the waters around Denmark which led to the Battle of Heligoland Bight, the first British naval victory of consequence in the First World War.

But Fisher finally caught up with Keyes, and after suggesting (wrongly) that Keyes was partially responsible for the failure of the British to win a larger victory at Dogger Bank, forced Keyes to request transfer out of the submarine post. It was a fortunate time to do so, for Keyes was named as Chief of Staff for the operation then being organized to force the Dardanelles—a position which gave the new commander further opportunity to prove his planning ability.

THE DARDANELLES and the associated Gallipoli land campaign are among the most controversial actions in British military history. Winston Churchill has been weighted down for years by his responsibility for the Dardanelles episode, which ended in ignominious British failure. The plan passed on to Keyes and not very carefully worked out before the decision to attempt it was to force the Straits by naval action alone, using obsolescent British battleships only, so that enough modern ships could be retained in home waters to maintain a clear superiority over the German High Seas Fleet. Keyes, as Chief of Staff, planned the naval actions with his usual detail and audacity.

The combined British and French force made a vigorous and direct assault on the Turkish forts at the Narrows inside the Straits. When the Turkish position was critical, the French battleship *Bouvet* strayed into an unknown and unswept minefield and was lost with all hands. Shortly afterward the British battleship *Inflexible* was mined. The British believed that their ships were being hit by torpedoes fired at long range, or mines floated down stream with the current, and in one of those critical decisions which change the course of history, broke off the action until precautions could be taken. That night Keyes took personal command of a destroyer reconnaissance into the Straits to attempt to save two additional British ships which had been damaged in the action.

It was Keyes' opinion that the failure of the minesweepers manned by civilian

crews to push forward in the face of heavy firing had prevented the fleet from successfully passing the forts. He replaced civilian minesweeper crews with volunteer naval personnel and prepared to lead the sweepers himself in the next attack, confidently expecting that such an attack would be made as soon as the sweepers could be organized and trained. But when this had been accomplished, the commanding admiral lost his nerve and decided to postpone further action until the Army could land and make with the Navy a concerted attack on the Narrows forts.

Perhaps no more pathetic example of the courage and pluck of the Anglo-Saxon race exists than the land actions in Gallipoli. Over 120,000 casualties were suffered by the British, ANZACs, and French in an unsuccessful attempt to open the Straits for the Navy. Keyes led the planning of this unprecedented amphibious operation; considering the lack of any previous experience, the Navy's support of the troops ashore, both logistically and with ships' fire power, was exceptionally sound.

When the bitter decision had been made to abandon the Gallipoli peninsula, Keyes worked out a highly detailed evacuation, carried out at night and with elaborate schemes for deceiving the Germans and Turks who were entrenched only a few thousand yards away. The operation was so difficult that 25,000 casualties were expected by the British staffs, but not a single man was lost in carrying it out!

The part Keyes played in developing the new concepts used in the amphibious landings on and evacuations from the Gallipoli Peninsula display the application of a motto of his military life borrowed from Frederick the Great: The essence of strategy is forethought; the essence of tactics, surprise.

The brightest incidents in the naval operations in the Dardanelles campaign were furnished by the British submarines. These small, uncomfortable vessels made many hair-raising passages through the Straits under the mine fields and through anti-submarine nets to reach the Sea of Marmora. One 600-ton British submarine, during three cruises totalling 97 days in the Marmora, sank 100 vessels, preventing the Turks from supplying or reinforcing their Gallipoli armies from the sea. Keyes' submarine experience contributed much to the success of the Marmora operations.

Until 1917 the Royal Navy had never had a true headquarters staff. In the midst of the war an attempt was made to remedy that deficiency. In the summer of that year Keyes was ordered to

the Admiralty to head up a newly-formed Plans Division. Keyes' stature in the Navy is evident in his selection to organize and initiate this most important section in the new staff organization.

THE PLANS DIVISION received in late 1917 a proposal to block the entrance of the Bruges Canal at Zeebrugge, Belgium. Zeebrugge is six and a half miles from the inland city of Bruges, connected with it by a canal which was being used by large numbers of German submarines based on Bruges itself. Keyes conceived that volunteer Bluejackets and Marines could land on the Zeebrugge Mole and subdue the several hundred heavy guns which protected the canal while block ships were taken into the canal entrance under cover of heavy smoke screens and dynamited. Because he was so openly critical of the anti-submarine measures of the admiral commanding the Dover Patrol, and because he so strongly pushed for execution of the Zeebrugge operation, Keyes was ordered to Dover with instructions to stop German submarine egress through the Strait of Dover, and to prepare to carry out the Zeebrugge attacks.

"It is thought combined with energy, preparation combined with aggressiveness, knowledge with application, that overcomes obstacles and makes achievement sure."

With this motto posted over his deck, Keyes strengthened the minefields in the Channel, increased the Dover patrols, and brightly illuminated the Strait. In a few months submarine losses forced the Germans to give up using the Strait for passage to the open Atlantic. Then Keyes turned to Zeebrugge. After months of planning, training, selecting personnel, preparing block ships, developing new chemical smoke-making devices, Keyes was prepared to conduct one of the most daring naval actions in history.

The Zeebrugge action, as so many audacious actions, did not go completely according to plan. But, like so many such actions, its very audacity provided the surprise which made it successful. After an hour of bloody fighting, two old cruisers rigged as block ships succeeded in sinking themselves in the canal entrance. Thirty to forty German submarines were shut up in Bruges for weeks, seriously reducing the German submarine effort at a most critical time—the height of the German offensive of 1918. Most importantly, the Zeebrugge



Admiral of the Fleet Lord Keyes greets veterans of the Royal Navy in front of the administration building at HMC Dockyard, Esquimalt, during his brief visit to Canada in 1944. (CN-4025)

success boosted Allied morale when the Allies were on the very edge of defeat in France.

Keyes was immediately knighted, and his name and that of Zeebrugge became household words throughout the Allied world. Zeebrugge, an example of careful planning and preparation, carried out with dash and *élan*, typifies the spirit and heart of Roger Keyes, and it is right that his name is most closely linked with that daring action.

Throughout his career Keyes was famous for his personal integrity and forthrightness. Although his loyalty up and down was unquestioned, he never compromised his own judgment so as to fall in line with what his seniors

wanted. On numerous occasions he fought to his own disadvantage for what he felt was right.

When in 1911 Lord Fisher visited the submarine forces at Dover and asked why more submarines of advanced types were not being built, Keyes answered (in the hearing of a considerable official audience) that he (Fisher) was responsible; he had considered submarines nothing more than replacements for defensive minefields, thus delaying the development of large overseas vessels; he had established and supported the Vickers monopoly. Fisher was furious, turned on his heel and left without a word. He immediately spread the rumour that he intended to replace

Keyes; he expected that Keyes would accommodate by requesting transfer to other duties. Keyes fired back a personal memorandum, re-stating and amplifying his charges. Fisher, faced with such a courageous stand, held fire and Keyes, with the support of Churchill, then First Lord of the Admiralty, was allowed to remain.

Again, in the fall of 1915, when it became clear that the Gallipoli land operations would not succeed, Keyes, still a commodore and four echelons down on the organization chart, obtained permission to return to England to press personally for a renewal of the naval attack. In London he worked all the way up to the new First Lord, Balfour, convinced him that a new naval attempt should be made, and that Keyes should be given command of the attacking force. But Balfour required that Lord Kitchener, the Secretary for War, should commit the Army to an all-out attack simultaneously with the naval attempt. Kitchener, however, was convinced by senior army officers at Gallipoli that no military operation could help the Navy. Thus, faced with a Navy which would not attack without army support and with an Army which was convinced that its own attack would be bloodily unsuccessful, Keyes fought for three more weeks to prevent abandonment of the Gallipoli positions—but in the end he was over-ruled. He was obsessed to his dying day with the conviction that one more forceful attack up the Dardanelles would have won through.

AFTER THE FAILURE at the Dardanelles, the war continued for three heart-breaking years. It is now widely agreed that if Keyes' plan had been carried out the Germans would have been forced to make peace in early 1916. Millions of succeeding casualties would have been avoided.

By 1931 Keyes seemed assured of promotion to First Sea Lord, the highest position a British naval officer could hold.

But the world was entering a period of drastic disarmament. The London Naval Conference had recently concluded. The new Board of Admiralty was forced to agree with the serious reduction in strength of the British Navy required by the London Treaty. It was well known that the uncompromising Keyes would have fought hard to prevent the emasculation of the fleet in which he so strongly believed, and so, for obvious political reasons, he was passed over for the position of First Sea Lord and forced to retire in June 1931, with the rank of full admiral. The man who had served the Royal Navy with the most brilliant career in modern time did not reach the top of the British naval structure, although he had aspired through his entire life to do so.

Keyes was too young and too active to accept retirement. He ran for Parliament, and on the basis of his naval reputation was elected. As soon as he was seated in the House he took up the cudgels for the Navy, fought its reductions, fought the restrictive processes of the London Treaty, and succeeded in materially rebuilding the Navy in the years just before the Second World War.

After the British-French failure at Trondheim, Keyes appeared in full uniform in the House to make a furious, fighting speech against the pussy-footing conduct of the war. The speech led to the fall two days later of the Chamberlain government and to the establishment of the Churchill war cabinet.

Following Dunkirk, Churchill implemented his idea of establishing groups of specially-trained troops to harry the German flanks in Europe. He named these troops "commandos", after irregular forces which had been used so successfully in the Boer War, and calling his old associate Sir Roger Keyes out of retirement, named him Director of Combined Operations, and charged him with organizing and training the "commando" units. Keyes developed their special tactics and commenced development of the special vehicles and vessels they needed to carry out amphi-

bious operations. Much of Keyes work at this stage was directly contributory to the vast amphibious operations carried out by British and Americans later in the Second World War.

Keyes fought so hard for immediate offensive action by his commandos that he was in a continuous conflict with the Admiralty and the General Staff. At last, Churchill had no alternative but to relieve his combative friend and replace him with Lord Louis Mountbatten.

In 1945, as a guest of MacArthur, Keyes participated as an observer in the Leyte landings, but here his "star" finally deserted him and he was nearly suffocated by a dense smoke screen. His heart was strained beyond repair, and he returned to England an invalid, dying in his sleep on December 26, 1945.

Keyes was too young for senior rank in the First World War, and too old in the Second World War, yet he left a great impress on the Royal Navy. His offensive spirit and personal courage resurrected some of the dashing, optimistic assurance of the Old Navy. He contributed in a major way to the development of effective fleet tactics for destroyers. He almost singlehandedly prepared the British Navy, both in matériel and organization, for the submarine warfare of the First World War.

He was chief of staff for the planning of the greatest amphibious landings and evacuations carried out up to that time. He planned and personally led the most daring feat of arms in modern naval history—the blocking of the Zeebrugge Canal.

Having lost for political reasons the opportunity to serve in the highest post in the Navy, Keyes continued to serve that Navy in Parliament. When more than 70 years old, he returned to active duty to organize the commandos and commence the development of the new tools and tactics of amphibious warfare of the Second World War.

Certainly this man deserved, as Churchill said, to be considered the closest approach to Nelson in the modern history of the Royal Navy.



OFFICERS AND MEN

Cadets Report at Royal Roads

The Canadian Services College at Royal Roads has begun another training term, and on September 3 welcomed 116 new officer cadets from homes across the country.

Two frigates of the RCN's Pacific Command—HMC Ships *New Glasgow* and *Beacon Hill*—brought the young men from Vancouver to Esquimalt.

At the Canadian Services College, the cadets commenced a two-year period of academic and military training toward a commission in the service they have chosen.

Fifteen of the cadets are from British Columbia; 24 from Alberta; 20 from Saskatchewan; six from Manitoba; 44 from Ontario; three from Quebec; and three from Nova Scotia. One of them is from the United Kingdom.

WEDDINGS

Lieutenant George A. M. Caldwell, VS-880 Squadron, to Miss Rosemary Maxine Breenan, of Dartmouth, N.S.

Lieutenant Ritchie L. Clarke, *Discovery*, to Miss Ruth Lorraine Bligh, of Halifax.

Lieutenant (L) James B. Elson, *Niobe*, to Miss Maxine Frances Greenough, of Westphal, N.S.

Lieutenant Peter J. Gwyn, *Sioux*, to Miss Sandy Dorothy McKinnon, of Milwaukee, Wisconsin.

Sub-Lieutenant Herman Peter Hansen, *Stadacona*, to Miss Olive Victoria Cleveland, of Western Shore, N.S.

Able Seaman Thomas G. Hurtak, *Saguenay*, to Miss Doris Jean Hjalmarson, of Esquimalt.

Sub-Lieutenant John W. Logie, *Cataraqui*, to Miss Margaret Ann McKinstry, of Barbados.

Sub-Lieutenant Peter Michael Mara, *Stadacona*, to Miss Nancy Patricia Detwiler, of Lambeth, Ont.

Lieutenant Jeremy P. H. McCall, RN, HMS *Alliance*, to Miss Audrey Rofhe Joseph, of Cedar Rapids, Iowa.

Lieutenant-Commander (S) William Millman McCulloch, *Staw*, to Miss Eleanor Gay Craig, of Burlington, Ont.

Able Seaman R. E. Park, *Kootenay*, to Miss Constance Gay Symons, of Peterborough, Ont.

Able Seaman D. M. Pitman, *Kootenay*, to Miss Carol V. Harding, of Yarmouth, N.S.

Able Seaman K. A. Pringle, *Kootenay*, to Miss Mary R. McDonnell, of Trenton, Ont.

Able Seaman F. H. Rourke, *Kootenay*, to Miss Florence Thorne, of Halifax.

Ordinary Seaman Lawrence Steel, *Cornwallis*, to Miss Ann Mailman, of Annapolis Royal, N.S.

Able Seaman J. A. Steel, *Kootenay*, to Miss Elizabeth Ann Clarke, of Lockhartville, N.S.

Able Seaman G. Warring, *Beacon Hill*, to Miss Maureen Menzies, of Powell River, B.C.

Twenty-nine of the young men are naval officer cadets, while 43 have selected the Army, and 44 the RCAF.

Capt H. P. Stickle, Staff Adjutant, reports several special events coming up for the Royal Roads cadets in the near future. Late in October the officer cadets will visit establishments relating to their respective service. Naval Cadets will visit the United States naval base at Bremerton; arrangements are being made for the Army cadets to visit the army base at Calgary; and the RCAF cadets will visit the RCAF station at Comox.

Early in November Royal Roads will be visited by cadets from the U.S. Air Force Academy of Denver, Colorado: In February the college will be the scene of the annual Canadian Services Colleges sports tournament, with entries from Royal Roads; Royal Military College, Kingston, Ont.; and College Militaire, Royal de Saint-Jean, Saint-Jean, Quebec.

Wartime Director Of Education Dead

Director of Naval Education in Ottawa during the latter part of the Second World War, Inst. Cdr. Percy Lowe, RCN(R) (Ret.) died in Kingston, Ontario, on August 31. He was head of the mathematics department of Royal Military College and a member of the Kingston board of education.

Born in Toronto, the son of Rev. and Mrs. H. P. Lowe, he graduated in mathematics and physics from the University of Toronto in 1920. On obtaining his master's degree in 1921, he began his long association with Royal Military College. He obtained his doctorate from Queen's University in 1925.

Dr. Lowe was the author of papers in scientific journals, his specialties being spectroscopy and electron behaviour. During the summer recess, he conducted research with the National Research Council at Ottawa and the General Electric Company at Schenectady.

He taught signals organization and tactics to officers in training at Queen's University and, in 1941-42, gave a course in electricity and radio for RCAF mechanics.

He joined the RCNVR in 1942, becoming Director of Naval Education in Ottawa in 1944. He gave outstanding support to the Royal Canadian Navy College, Royal Roads, and at the same time was a strong advocate of opening the doors of the Royal Military College to officer cadets of the RCN and RCAF.

Foreign Attachés Visit East Coast

The annual tri-service foreign attaché tour included a visit to the Halifax area naval installations June 18-20. The 30 attachés represented 21 countries.

The group arrived at *Shearwater*, Thursday morning, June 18, where they were met by Captain R. P. Welland, commanding officer. A tour of the station followed and that afternoon they visited *Stadacona*.

On Friday morning they visited the Dockyard, went on board the destroyer escort *Algonquin* and, after visiting the Maritime Air Command of the RCAF

BIRTHS

To Chief Petty Officer A. Bell, *Cornwallis*, and Mrs. Bell, a son.

To Petty Officer W. C. Brown, *Kootenay*, and Mrs. Brown, a daughter.

To Able Seaman A. X. Campbell, *Kootenay*, and Mrs. Campbell, a son.

To Leading Seaman Robert D. Clark, *Kootenay*, and Mrs. Clark, a daughter.

To Leading Seaman D. A. Crevier, *Kootenay*, and Mrs. Crevier, a daughter.

To Chief Petty Officer W. E. Degen, *Cornwallis*, and Mrs. Degen, a daughter.

To Able Seaman J. J. Dejong, *Kootenay*, and Mrs. Dejong, a son.

To Lieutenant W. A. Douglas, *Kootenay*, and Mrs. Douglas, a daughter.

To Leading Seaman Archibald Gray, *Kootenay*, and Mrs. Gray, a daughter.

To Petty Officer Malcom S. Greeley, *Kootenay*, and Mrs. Greeley, a daughter.

To Able Seaman Ramond Hatton, *Kootenay*, and Mrs. Hatton, a daughter.

To Petty Officer Gerald LeFebvre, *Kootenay*, and Mrs. LeFebvre, a son.

To Able Seaman H. O. Mellish, *Kootenay*, and Mrs. Mellish, a daughter.

To Leading Seaman Joseph F. Mroziwski, *Kootenay*, and Mrs. Mroziwski, a son.

To Acting Commander C. L. McLeod, *Uncorn*, and Mrs. McLeod, a son.

To Lieutenant J. V. Searle, CJATC, Rivers, Man., and Mrs. Searle, a daughter.

To Petty Officer Clifford Shillington, *Kootenay*, and Mrs. Shillington, a son.

To Chief Petty Officer H. E. Taylor, *Kootenay*, and Mrs. Taylor, a son.

To Lieutenant-Commander W. K. Weidman, *Cornwallis*, and Mrs. Weidman, a son.

To Petty Officer V. H. Whitmore, *Niobe*, and Mrs. Whitmore, a son.

that afternoon, they departed for Newfoundland on June 20 from *Shearwater*.

While in St. John's, they were guests at a reception in the Crow's Nest Club, the wartime Seagoing Officers' Club, which is now jointly operated by the three services.

The countries they represent include: Brazil, Denmark, Norway, Sweden, Argentina, Turkey, Australia, Belgium, Colombia, Finland, France, Germany, India, the Netherlands, New Zealand, Pakistan, Switzerland, the United Kingdom, the United States, Venezuela and Yugoslavia.

Carleton Band Best in Parade

The silver trumpets of HMCS *Carleton*, Ottawa naval division, marching in the Central Canada Exhibition parade in the national capital, August 22, captured the L. L. Coulter Trophy in competition with 14 of the best bands in the Ottawa area.

During the summer months, the band travelled to many points in Ontario,

Quebec and the United States, always keeping in mind the competition they would face in the exhibition parade.

The 35-piece silver trumpet band is made up of trumpets, baritones, bell lyra and rod tension drums. Although all brass instruments have one valve only, music scores specially written for trumpet bands enable them to play a number of popular pieces such as the scores of "My Fair Lady" and "Around the World in Eighty Days" and selections such as "Canadian Sunset" and many others.

As the bands marched under the Mackenzie King bridge along Ottawa's Scenic Driveway they were judged for appearance as well as playing ability by United States Air Force Band officials. They were judged again in front of the grandstand at the exhibition ground.

All personnel taking part in the parade attended a luncheon where the trophies were to be presented. There was a spontaneous cheer as the bandmaster received the trophy.

The band is under the direction of Bandmaster PO H. J. Leclair, and the divisional officer is Lt. C. T. Wood. It appeared at the exhibition by permission of *Carleton's* commanding officer, Cdr. W. R. Inman.

Fire Chief Posted To Headquarters

Command and base fire chief at Esquimalt for the past three years, Lt.-Cdr. (SB) N. A. Duval has been appointed to Naval Headquarters as Deputy Director of Fire Fighting. He has been succeeded as fire chief by Lt.-Cdr. (SB) Norman Stewardson in a direct exchange of appointments.

Sea Cadets Given Summer Training

More than 4,000 Sea Cadets from Manitoba to Newfoundland took annual naval training this summer in the Atlantic Command of the RCN, beginning July 6.

The biggest centre of activity was HMCS *Acadia*, Sydney, N.S., where a

Best band in the Ottawa Valley—that's HMCS *Carleton's* silver trumpet band, winner of the L. L. Coulter Trophy at the Central Canada Exhibition in Ottawa. The bandmaster, PO H. J. Leclair, is at the far right in the front row beside the divisional officer, Lt. C. T. Wood. By using a delayed action shutter, Bandmaster Leclair, a professional photographer, took the picture himself.



total of 2,400 young lads attended "camp". A staff of 50 naval and cadet personnel conducted the annual training. *Acadia* is commissioned each summer and provides a balanced program of general seamanship instruction, boating and sports. In addition, *Acadia* held leadership courses for 75 older cadets and instruction for 50 bandsmen.

More advanced training also began July 6 elsewhere in the Command, for 170 cadet officers and 200 senior cadets. Gunnery, seamanship and basic navigation were imparted to officers at *Stadacona*, will be three divisional courses at *Cornwallis*. The senior cadet took trades training in various naval subjects at *Stadacona*, *Cornwallis* and *Shearwater*.

Whenever opportunity permitted, cadets were embarked in HMC Ships for varying periods.

The commanding officer of *Acadia* was Lt.-Cdr. D. S. Menzies, the executive officer, Lt.-Cdr. Joseph Jefferies, and the training officer, Lt.-Cdr. C. E. Shaver, all of the RCN.

Lt.-Cdr. Menzies and Lt.-Cdr. Jefferies have been associated with Royal Canadian Sea Cadet activities since 1946.

Son Follows Dad into Navy

Lt.-at-Arms Joseph Ball administered the Oath of Allegiance to his 17-year-old son Kenneth Robert on September 11 at the RCN Recruiting Office in Halifax.

His son has entered the RCN as a cadet in the Regular Officer Training Plan and has begun engineering studies at Mount Allison University in Sackville, N.B.

Lt.-at-Arms Ball, formerly of Winnipeg, has served in *Stadacona* since 1952. He entered the RCNVR in 1931, transferred to the regular force in 1940 and received his commission in 1950. He has a ten-year-old daughter.

Lt.-Cdr. A. T. Love, RCN Area Recruiting Officer, signed Cadet Ball into the Navy.

Chiefs Honoured At Divisions

Two chief petty officers of the Royal Canadian Navy took the salute during the marchpast at ceremonial divisions in *Stadacona* on September 10.

They were given this honour as a parting gesture from shipmates, before they proceed to pension.

They were CPO George E. Jamieson, 38, originally from Six Nations Reserva-



Two Royal Canadian Navy graduates of the second class in nuclear nursing, held at the U.S. Naval Medical School, Bethesda, Maryland, are shown here. They are Lt. (MN) Marguerite Cusson, (left) of *Shearwater*, and Lt. (MN) Elizabeth Marion Hebb, of *Naden*. They graduated July 2 in ceremonies held in the Department of Nuclear Medicine, National Naval Medical Centre, Bethesda. At lower left is Lt.-Cdr. L. Simon, NC, USN, head of the Nuclear Nursing Division. (USN Photo)



PO Stanley Wood, of the *Cayuga*, had a pair of pretty witnesses when he accepted a cheque from Joe Clark, master of ceremonies, for the *Cayuga's* second place in the tug-a-war at the Lobster Festival in Summerside, P.E.I. The cheque was endorsed to the Salvation Army. The girls? Betty Mallet, 1958 *Sea Queen*, and, with crown, Sandra Rogers, current sovereign.

tion at Ohsweken, Ont., and CPO Wallace F. Muloin, 37, formerly of Ouimet, Ont. Both have served approximately 20 years.

CPO Muloin, a quartermaster instruc-

tor, is remaining in Halifax. CPO Jamieson, a torpedo anti-submarine instructor, will serve a further six months at Hamilton before going on pension. His future plans are indefinite.

LIFE RAFTS UNDERGO TESTS AT SEA

"If you can keep your lunch while all about you

Are losing theirs and aiming it at you . . ."

RUDYARD KIPLING might have written his famous "IF" that way had he been a passenger on board one of the inflatable life rafts loosed 300 miles east of Halifax this past summer by the destroyer escorts *Crescent* and *Sioux*.

The 34 officers and men who took part in the survival experiments were "rescued" from their bobbing, gyrating craft on the evening of July 22 and were all agreed that the gently rolling decks of the ships were solid land compared to what they had experienced.

The occasion was the evaluation of the RCN life rafts and four other commercial varieties, manufactured for use in the merchant service. The tests were a complete success, in so far as the ruggedness of the various products was concerned, and everyone survived, although there is some uncertainty as to whether everyone wanted to. All the rafts proved capable of supporting their designed quota of men, under cover, until they would be found and picked up.

The one great lesson learned is that the first thing anyone on board a doomed vessel should do before entrusting himself to the mercies of a modern life raft is to pop a "seasick" pill into his mouth.

"You know", said one petty officer sadly, after he had paid his rude respects to Neptune, "it's 23 years since I last did that."

The "survivors" were afloat in the rafts for 37 hours, a time much shorter (out of regard for their feelings) than had been originally intended. However, considering how long a man would be likely to survive in the chill Atlantic in a life jacket or clinging to a Carley float, the length of the experiment was adequate.

After the trial (and it was a trial) was over, the records kept in the rafts were examined and all the human jetsam and flotsam were questioned concerning the adequacy of the arrangements for food, water, comfort and so on. From their answers is being put together a specification of what not only the Navy should require in a life raft but also what can be put into the present raft straight from the manufacturer's shelves.



"Don't sunbathe, don't go swimming and stay under the canopy out of the wind," are three of the cardinal rules of survival in an inflatable life raft, which these Canadian sailors are demonstrating in reverse. They are on board a commercial-type life raft, with canopy collapsed and radar balloon flying. (EKS-519)

It was found that the RCN's standards differed in certain respects from those of the merchant navy. The RCN raft, for example, is constructed in such a way that, in the event of a puncture, not more than a quarter of the air in the buoyancy chamber can escape. Half the air can escape from a punctured merchant navy raft. This reflects the difference in the considered risk of damage to life saving equipment, in that naval equipment is much more likely to be damaged in the circumstances under which a ship may be sunk.

The "survivors" were at a loss for words suitable for entry in an official report when they tried to describe what it feels like to be in a life raft in the open sea. One description (a mild one) was: "It's like riding a pneumatic drill up and down a roller coaster." Everyone was seasick—the only difference was in degree.

Because of the proximity of the Gulf Stream, the drifting sailors were constantly visited by flying fish, particularly at night when the small light on the top of each raft offered a centre of attraction. One even soared through the narrow opening of the canopy and crash-landed on the sleeping buffer's chest.

Fish, in general, both large and small

followed the rafts, although it was not known whether they were inspired by curiosity or hunger. None of the fishermen on board caught any nor, lacking cook stoves and appetite, did any such know what he would do with a fish if he caught one.

Looking at them from a technical view-point, the tests were a success. They provided invaluable information for those responsible for the construction and procurement of life rafts, which are likely to result in improvements to the RCN raft.

The men learned that the survival instructions they had been given were not to be taken lightly. A survivor and his companions have to pit their wits and will-to-live against the ocean and the weather. Skylarking, swimming and sunbathing may be good fun at the beach, but they represent foolhardy risks in the open sea, drawing heavily on bodily energy when food and water are scarce and when vitality is low because of seasickness or drugs taken to combat it.

The life raft is not designed for pleasure cruises. It will keep a survivor afloat and the canopy will keep him dry and give him protection from the wind and the sun. The rest is up to him.

THE NEW RCN TRADE STRUCTURE

30 Questions and Answers

IN NOVEMBER 1957 the Fleet was informed by general message that a new personnel structure was to be established for the Royal Canadian Navy. Further information on the various sections of this new personnel structure was promulgated in the November 1957 and subsequent issues of The Crow'snest.

One of the major changes involves the introduction of a new trade structure for men. The timing and general supporting information concerning this new trade structure were announced to the Fleet in a general message from Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, in July 1959. The text of the message

appears on this page. As the message points out, its contents affect only lower deck personnel of the RCN regular force.

To plan and implement a new trade structure for the Royal Canadian Navy required much detailed study and work. The task was begun under the direction of the Chief of Naval Personnel at

Text of Message to the Fleet

Text of the general message to the Fleet from Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, concerning the Royal Canadian Navy's new trade structure follows:

The initial steps for introducing a new trade structure for men, as recommended by the report of the ad hoc committee on RCN personnel structure have been approved by the Naval Board after consideration by the Flag Officer Atlantic Coast and the Flag Officer Pacific Coast. The detailed content of the new trade structure is now under consideration for final tri-service approval.

The new trade structure, which combines the maintenance and operation functions in one man where appropriate, will be introduced in two phases, phase one consisting of the following new trades, formed from present branches as indicated, will be introduced about January 1960:

(a) Boatswain (BN), from quartermaster, sailmaker, regulator, master-at-arms and gunnery;

(b) Weaponman Surface (WS), from gunnery and ordnance;

(c) Firecontrolman (FC), from gunnery, ordnance and electrical;

(d) Weaponman Underwater (WU), from TAS and ordnance;

(e) Sonarman (SN), from TAS and electrical;

(f) Radar Plotter (RP), from radar plot and electrical;

(g) Signalman (SG), from communicator visual;

(h) Radioman (RM), from communicator radio and electrical;

(i) Radioman Special (RS), from communicator supplementary and electrical;

(j) Electronic Technician (LT), from radio technician;

(k) Electrician's Mate (LM) and Electrical Technician (ET), from electrical;

(l) Engineering Mechanic (EM) and Engineering Technician (ER), from engineering;

(m) Hull Technician (HT), from shipwright, plumber, painter and blacksmith;

(n) Administrative Writer (AW), Pay Writer (PW) and Ship's Writer (WR), from writer branch;

(o) Naval Storesman (NS), Victualing Storesman (VS) and Ship's Storesman (ST), from stores branch;

(p) Cook (CK), Steward (SW), and Commissaryman (CM), from cook and steward;

(q) Apprentices (AP) remain as apprentices;

(r) Bandsmen (BD) and Bandsmen Apprentices (BA) remain as bandsmen and bandsmen apprentices;

(s) Photographers (PH) remain as photographers.

Phase two, consisting of air, medical, meteorology, P & RT and clearance diver trades, will be introduced at a later date.

All men now serving shall transfer to the new trades. All future recruits shall be allocated to the new trades in Cornwallis.

All men eligible for transfer to only one of the new trades shall be assigned to that trade. All men eligible for transfer to more than one of the new trades (gunnery, TAS, ordnance and certain electrical) will be given an opportunity, on a date to be established, to state a personal preference (first choice, second choice, etc.) for the new trades as appropriate. Such preferences will be considered in conjunction with service requirement when these men are assigned to the new trades.

All men shall retain the rank, trade group and seniority held at the time of introduction of the new trade structure.

All trade group qualifications, service time, seetime and other promotion qualifications attained in the present trade structure shall be counted as equivalent qualifications in the new trade structure.

Men who are in the zone for promotion to the next higher rank at the time of introduction of the new trade structure will continue to be considered in the zone for promotion in their new trade. Men who are not in the zone at the time of introduction of the new trade structure through lack of seetime only can enter the zone when they attain this qualification. All these men can be promoted, if selected and a vacancy is available. Further promotion for such men shall be conditional upon successful attainment of those qualifications prescribed for the higher rank in their new trade.

All other men who are not in the zone for promotion to the next higher rank at the time of the introduction of the new trade structure will be required to obtain the qualifications prescribed for the next higher rank in their new trade.

Instead of a large scale conversion course program for all men, all formal training for men assigned to the new trades will be given during the course for the next higher trade level. These courses will include those trade subjects in which men are lacking. Candidates for such courses will be chosen on a selective basis. This formal training will be supplemented wherever possible by short specialized courses and pre-commissioning courses.

Men holding Trade Group Four who transfer to a new trade will not be required to re-qualify. Some will be given further training in their new trade on a selective basis.

This message does not affect RCN(R) personnel.

Naval Headquarters and, as indicated by the general message on the subject, the results are now available.

To outline and explain the new trade structure, the following questions and answers have been prepared.

I

What does the formation of a new trade structure involve?

The formation of a new trade structure requires:

- (a) an analysis of the duties performed by men in ships and establishments;
- (b) the review and revision of all trade specifications;
- (c) the review and revision of all complements for men;
- (d) the review and revision of the relationship between the various ranks and trade group levels. At the same time, it is necessary to consider the rights and interests of all men serving in the present trades.

II

What are trade specifications?

Trade specifications contain a description of the operation, maintenance, administration and instruction duties at all levels of each naval trade. They form the basis for all formal training courses and the award of trades pay in the Navy.

III

By whom were the new trade specifications prepared?

The new trade specifications were prepared jointly by Naval Headquarters and representatives from the fleet together with advice from certain naval schools. The first step in this project was accomplished by certain selected Chief and Petty Officers, with recent sea experience, who were brought to Naval Headquarters during 1958 to work under the guidance of the Director of Naval Manning. These men worked in groups and were selected so as to cover all the fields embraced by each new trade. For example, the specification for the new combined maintainer/operator trade of Weaponman Underwater was drafted by a TAS Instructor, an Ordnance Technician and an Electrical Technician. They were given the present trade specifications in the Manual of Advancement and Promotion (MAP) together with the trade summaries of all the new trades contained in the Report of the Ad Hoc Committee on RCN Personnel Structure and, using

this information, they produced the first draft of the new specifications.

IV

What further steps were necessary in the preparation and approval of the new trade specifications?

These draft specifications were examined by the Heads of Branches, i.e., the Electrical Engineer-in-Chief, Director General of Naval Ordnance, Director of Surface and Air Warfare, etc. and schools concerned, re-drafted to reflect their comments and were approved by the Heads of Branches. In addition, these specifications were reviewed and approved by the Flag Officers, Atlantic and Pacific Coasts, and Naval Board. During these processes, certain amendments were made by these authorities until a final version of each specification, acceptable to all concerned, was attained. Subsequently, all trade specifications must be processed through those authorities responsible for tri-service approval. This is required in order to justify trades pay.

V

How were the new trade complements prepared?

As the main requirement of any complement is to get the job done as efficiently and economically as possible, the new trade complements were prepared by determining the minimum rank and trade combination, based on the revised trade specifications, necessary for each individual naval position and then totalling the result. The number of positions required is based on the navy's current commitments, afloat and ashore. As recommended in the Report on RCN Personnel Structure, these new complements reflect an increased emphasis on the trade side.

VI

Will the rank and trade combinations of the new trade structure be the same as they are now?

No. The rank/trade combinations in the new trade structure will be different because of the increased emphasis placed on the trade capability.

VII

What are the minimum trade requirements for each rank?

The minimum trade requirement for promotion to Able Seaman is trade group 1; to Leading Seaman is trade group 2; to Petty Officer 2nd class is trade group 3; to Chief Petty Officer 2nd Class is trade group 4.

VIII

Why is there a difference from what we have now?

The reason for the difference is to allow men of more junior rank to attain higher trade levels but at the same time, to ensure that those men in the higher ranks are technically competent in their own trade as recommended by the Report of the Personnel Structure Committee. In addition, this will allow more men to attain the trade group two and three levels than is possible under the present trade structure.

IX

How will this new trade structure affect those men now serving?

In CANGEN 229/1957, the Chief of the Naval Staff stated that the rights and interests of the individual man would be carefully guarded during the implementation of the new personnel structure. TO COMPLY WITH THIS STATEMENT IT IS INTENDED THAT ALL MEN RETAIN THE RANK, TRADE GROUP AND SENIORITY THEY HOLD AT THE TIME OF INTRODUCTION OF THE NEW TRADE STRUCTURE.

X

What will happen to those men who are in the zone for promotion, (i.e., fully qualified) to the next higher rank at the time of introduction of the new trade structure?

They will continue to be considered in the zone for promotion in their new trades and can be promoted, if selected and a vacancy is available. For example, a P2TG2 who is in the zone for promotion to P1 in his present trade at the time of introduction of the new trade structure will remain so when transferred to a new trade, even though he lacks the minimum trade group required for the new trade structure. Such a man could be promoted to P1TG2.

XI

What will happen to those men who are NOT in the zone for promotion to the next higher rank at the time of introduction of the new trade structure through lack of seetime ONLY?

Such men will be considered in the zone for promotion in their new trades, when they obtain the seetime they lack, and can be promoted, if selected and a vacancy is available.

XII

What are the future promotion prospects for such men?

All subsequent promotion for these men will be conditional upon successful attainment of ALL qualifications prescribed for the higher rank concerned under the new promotion regulations. For example, the man promoted to P1TG2 as described previously would have to attain trade group 4 in his new trade in order to qualify for promotion to Chief Petty Officer 2nd Class.

XIII

What will happen to those men who are NOT in the zone for promotion to the next higher rank at the time of introduction of the new trade structure through lack of qualification OTHER than seetime?

All such men will be required to qualify for promotion in accordance with the new promotion regulations. For example, a P2TG2 NOT in the zone for promotion to P1 through lack of qualification other than seetime will be required to meet all the minimum requirements, including trade group 3 in his new trade.

XIV

Will service time, seetime, trade grouping and other qualifications attained in present rank and trade be recognized in the new trade structure?

Yes. All such qualifications will be counted as equivalent qualification in the new trade structure.

XV

How will the new trades be formed?

The new trades will be formed in the following manner:

- (a) All Quartermasters, Quartermaster Instructors, Sailmakers, Regulators and Masters-at-Arm become BOATSWAINS (BN);
- (b) All Engineering Mechanics (TGS, 1 and 2) remain as ENGINEERING MECHANICS (EM);
- (c) All Engineering Mechanics (TG 3 and 4) and all Engineering Artificers become ENGINEERING TECHNICIANS (ER);
- (d) All Shipwrights, Plumbers, Painters and Blacksmiths become HULL TECHNICIANS (HT);
- (e) All Apprentices remain APPRENTICES (AP);

- (f) All Photographers remain as PHOTOGRAPHERS (PH);
- (g) All Bandsmen and Bandsmen Apprentices remain in these trades;
- (h) All Administrative Writers (AW), Pay Writers (PW) and Writers (WR) remain in these trades;
- (i) All Naval Storesmen (NS), Victualling Storesmen (VS), and Storesmen (ST) remain in these trades;
- (j) All Cooks and Stewards (TGS, 1, 2 and 3) remain in these trades;
- (k) All Cooks and Stewards (TG4) become COMMISSARYMEN (CM);
- (l) All Communicators Visual and Visual Instructors become SIGNALMEN (SG);
- (m) All Communicators Radio and Radio Instructors become RADIOMEN (RM);
- (n) All Communicators Supplementary become RADIOMEN SPECIAL (RS);
- (o) All Radar Plot Rates and Plot and Radar Instructors become RADAR PLOTTERS (RP);
- (p) All Radar Control Rates become FIRECONTROLMEN (FC);
- (q) All Electrical Technicians (Fitter) become ELECTRICAL TECHNICIANS (ET);
- (r) All Electrical Technicians (Fire-control) become FIRECONTROLMEN (FC);
- (s) All Electrical Technicians (Detection) become SONARMEN (SN);
- (t) All Radio Technicians become ELECTRONIC TECHNICIANS (LT), RADIOMEN (RM), RADIOMEN SPECIAL (RS) or RADAR PLOTTERS (RP) according to naval requirement and personal preference;
- (u) All Electrician's Mates remain as ELECTRICIAN'S MATES (LM) or become FIRECONTROLMEN (FC), SONARMEN (SN), RADIOMEN (RM) or RADAR PLOTTERS (RP) according to naval requirement and personal preference;
- (v) All Electrical Technicians remain as ELECTRICAL TECHNICIANS (ET) or become FIRECONTROLMEN (FC), or SONARMEN (SN) according to naval requirement and personal preference;
- (w) All Gunnery Instructors become WEAPONMEN SURFACE (WS), BOATSWAIN (BN) or FIRE-

CONTROLMEN (FC) according to naval requirement and personal preference;

- (x) All Layers, Quarters, and Anti-Aircraft Rates become WEAPONMEN SURFACE (WS) or BOATSWAINS (BN) according to naval requirement and personal preference;
- (y) All Torpedo Instructors and Torpedo Detector Rates become WEAPONMEN UNDERWATER (WU) or SONARMEN (SN) according to naval requirement and personal preference;
- (z) All Ordnance Technicians and Armourer's Mates become WEAPONMEN SURFACE (WS), WEAPONMEN UNDERWATER (WU) or FIRECONTROLMEN (FC) according to naval requirement and personal preference;
- (aa) All Gunnery Armourers become WEAPONMEN SURFACE (WS) or FIRECONTROLMEN (FC) according to naval requirement and personal preference;
- (bb) All Torpedo Armourers become WEAPONMEN UNDERWATER (WU).

XVI

What is meant by "naval requirement" and "personal preference?"

The Navy is committed to performing many duties, afloat and ashore, and the efficient accomplishment of these duties is therefore our main mission. To perform such duties efficiently requires individuals with certain knowledge and skills. Any change in trade structure, therefore, must be based primarily on the accomplishment of the navy's mission and all individuals, no matter what their trade, must be employed so as to ensure that these naval requirements can be accomplished.

As there will be situations in the new trade structure where certain men are equally suitable for more than one of the new trades, it is intended that such men be allowed to state a personal preference for these trades. For example, a Gunnery Instructor could be selected as a Weaponman Surface, Boatswain or Firecontrolman, hence, if he has a preference for any of these, it will be taken into consideration when making a final assignment of trade. Each man eligible to state a preference will list his preference in order of priority (first choice, second choice, etc.). The statement of a personal preference does not constitute any guarantee.

XVII

Why do some trades get a preference privilege and others not?

This privilege is given only to those trades in which a choice of trade is necessary, i.e., Gunnery, TAS, Ordnance and certain Electrical trades. Those men who are considered eligible for one trade only will be assigned to that trade.

XVIII

What information will be available to assist men in stating a personal preference?

It is intended to provide each man concerned with summaries of the applicable new trade specifications. A careful study of these summaries should provide enough information for each man to decide which trade he is most desirous of joining. In addition, the Divisional Officers in each ship and establishment will be provided with copies of the complete trade specifications which will be available for reference.

XIX

Will any information be provided concerning the future promotional prospects in each of the new trades?

No definite information can be provided on this subject. Promotion in all trades is governed, as always, by vacancies in complement. Any changes in complement, therefore, can affect future promotion. As complements are reviewed and subject to change on an annual basis, it is impossible to state whether one trade provides better promotional prospects than another. Every effort, however, will be made to provide reasonable promotion opportunity in all the new trades.

XX

Why are these changes being introduced in two phases?

This allows the changes involved to be spread over a period of time and hence will not affect all men at once, which eases the load on the manning authorities.

XXI

Why not allow all men in their present trades to continue in these trades and only change those men at the recruit level?

If this were done, it would mean having two navies with two promotion systems, two advancement systems, two

drafting systems, two training systems, etc., for 20 years or more with the result that the efficient organization and administration of ships and establishments would be impossible. In addition, there would be little gain from the combined maintainer/operator concept until 5 to 10 years had elapsed.

XXII

How will these changes affect the present efficiency of the fleet?

The present level of efficiency should be maintained and eventually increased through the combined maintainer/operators providing:

- (a) a substantial increase in the quantity of the maintenance staff;
- (b) more efficient application in the operation and maintenance of all naval equipment.

XXIII

Will all men be employed in different jobs immediately after the introduction of the new trade structure?

Not necessarily. After the new trade structure is introduced, most men will be employed in their same jobs although in certain cases with a different trade name and for some, the extent of the trade field has been broadened.

XXIV

How will men become qualified in their new trades?

This is where the evolutionary aspect becomes apparent. Over a period of time, certain of these men will be required to perform both maintenance and operation functions of their new trades. The capability to do this will be attained progressively through both formal courses and on-the-job training.

XXV

Does this mean there will be a long programme of conversion courses?

No. It is emphasized that there is no intention of initiating a large programme of special conversion courses for all men assigned to the new trades. Any formal training given to men in the fields in which they are lacking will be done, in most cases, during the course for the next higher trade level. In addition, it is intended to provide special short courses to increase the capability and effectiveness of certain men transferred to the new trades.

XXVI

Can everyone get a higher trade course in their new trade?

No. As in the past, higher trade courses in all trades will be on a selection basis and every endeavour will be made to ensure that the best qualified and most worthy men are chosen.

XXVII

Will correspondence courses be available in all trades in the near future?

No. The emphasis is being placed initially on the preparation of the formal trade courses given in the schools for all the new trades. From these courses, it is intended to prepare trade manuals and, subsequently, these manuals will form the basis of future correspondence course training.

XXVIII

What will happen to those men who already hold TG4 in their present trade?

All men holding TG4 will not be required to re-qualify at the level shown in the new trade specifications for trade group four. Opportunity will be provided, however, for these men to take further formal training in their new trades on a selection basis.

XXIX

How will these changes affect men who are close to retiring to pension?

Most men holding trade group 2, 3 or 4 with less than 5 years to serve to pension will not be considered for any further formal training and probably will be employed in their present capacity for the remainder of their service.

XXX

Who will assign all men to the new trades, and how will this assignment be accomplished?

The assignment of men to the new trades will be done by Naval Headquarters. The first and most important factor to be considered in this process will be the navy's requirement in each and every trade. In addition, the statement of personnel preference, results of relevant aptitude tests, previous training, experience and medical standards will be considered also.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Kootenay

Passage through 52 locks for a total of 1,864 vertical feet in a five-month, 16,000-nautical-mile period, is believed to make the *Kootenay* the mountain-climbingest warship in the world.

The *Kootenay* was transferred from the Pacific Command to the Atlantic Command on March 7, 1959, and on September 7, exactly five months later, she passed through St. Lambert Lock, near Montreal, en route to Halifax from the Canadian National Exhibition in Toronto. This made the fifty-second locking through.

The first lock was navigated on April 19, when the *Kootenay* passed through the first of six locks of the Panama Canal for a total of 170 vertical feet. Later the ship was senior ship in the escort of the Royal Yacht during the Royal Visit and traversed the entire seaway, passing through locks 32 times for a total of 1,204 vertical feet.

The *Kootenay* sailed to Halifax at the end of the Royal Visit and then returned to the Great Lakes as part of the Atlantic Fleet visiting the Canadian National Exhibition at Toronto. On this this voyage she passed through 14 locks for a total of 490 vertical feet.

Further interesting things have happened to *Kootenay*, including one additional record or "first". She was the

first large warship to reach the head of the lakes travelling through the newly opened St. Lawrence Seaway. She was followed at that time by HMCS *Gatineau* and HMS *Ulster*. A day later an American destroyer reached Duluth, Minn. The *Kootenay* was open for inspection by the press and by civilians on many occasions and took some 650 guests to sea for short trips.

HMCS Restigouche

The *Restigouche*, lead ship in the RCN's most modern class of destroyer escorts, became acquainted this summer with rugged Newfoundland scenery and the quaint place names of Canada's newest province.

Commanded by Cdr. John W. McDowall, the destroyer escort had Hon. Campbell MacPherson, Lieutenant-Governor of Newfoundland, embarked for visits to a number of the picturesque outports of this ancient New World colony.

The tour began in Botwood, a Second World War naval base, and the ship took the lieutenant-governor and party to many of the communities in Notre Dame Bay. These included Baie Verte, La Scie, Nipper's Harbour, Little Bay Islands, Lush's Bight, Springdale, Leading Ticks, Exploits, Moreton's Harbour, Twillingate, Change Islands, Fogo, Seldom Come By and Lewisporte.

The Newfoundlander is extremely loyal and, in particular this year of the Royal Visit, His Honour's tour caused high interest. This was evident in the response of these small fishing, lumbering or mining communities. The day of the visit was declared a holiday, and houses and jetties were festooned with flags. Youth—taking a lead from Royal Visit protocol—had a prominent place, with Sea Cadets, Scouts, Guides, and similar groups well to the fore.

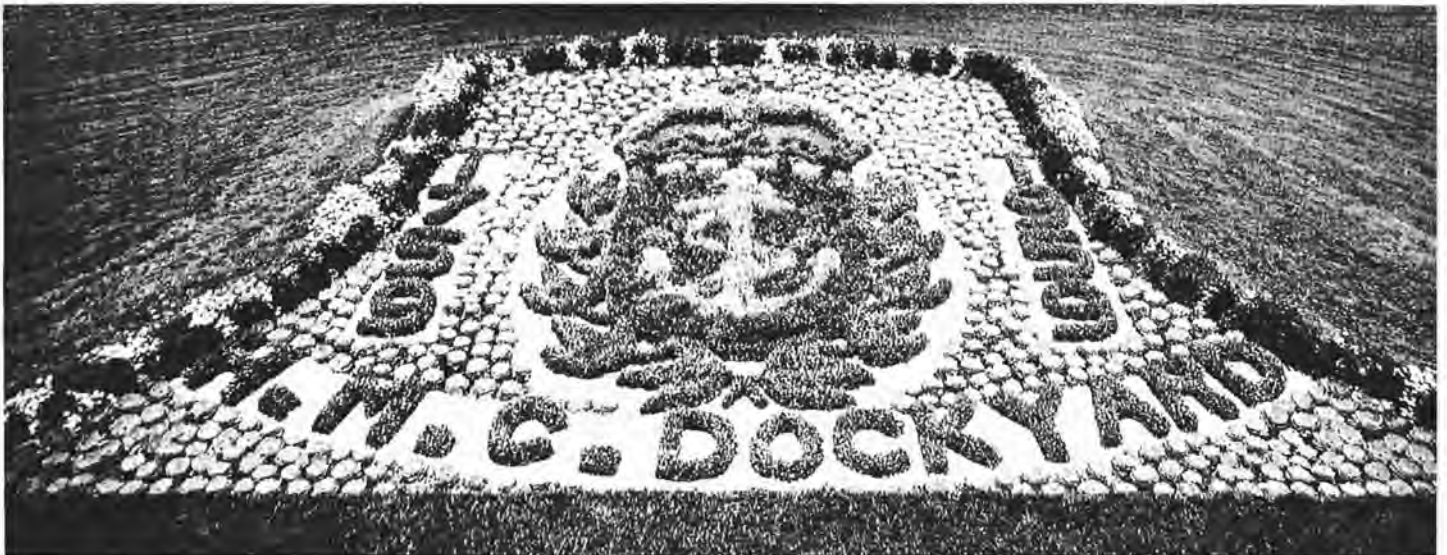
The magnificent vista of the rugged, formidable coastline provided a dramatic backdrop for a sea studded with brilliant-hued icebergs, "growlers" and "bergy bits".

Off St. John's Head by Mother Burke's Rock, the *Restigouche* saw no fewer than 21 icebergs. The ship took the opportunity to get in some gunnery practice and managed very nearly to up-end one large berg after a direct hit from its powerful armament.

Leadership School

The summer UNTD cadet training program in *Cornwallis* drew to a successful conclusion on September 4, with the departure of "*Haida*" and "*Nootka*" Divisions.

From early May through August, 224 UNTD cadets in six divisions completed courses in *Cornwallis*. Although Reserve cadets were trained here in 1958, they



Throughout the past summer this handsome carpet bed in the Halifax Public Garden, with its naval badge and lettering, saluted the bicentenary of the dockyard. George Power, Superintendent of the Halifax Public Gardens, and his gardeners, had the 22-by-18-foot bed installed the last week of June. Mainly blue, gold and red, the handsome design contained alyssum, santolina, blue lobelia, gold and red alternanthera, red iresine and the background is echevaria. (HS-58330)

spent only two weeks in the Leadership School undergoing a divisional course, while *Stadacona* was responsible for the remainder of the syllabus. This summer a more extensive training schedule was carried out. All first-year cadets underwent their two-week divisional and communications courses in *Cornwallis*, while some divisions completed part of their seamanship and navigation courses as well. This meant that approximately 80 cadets were in *Cornwallis* at any one time and that the organization and facilities for cadets had to be considerably expanded over last year.

Lt. B. A. O. Oxholm, was appointed to *Cornwallis* to administer cadet training under the direction of Lt.-Cdr. P. R. Hinton, Officer-in-Charge, Leadership School. A term lieutenant and two cadet captains accompanied each division to assist in running the program. In the main, instruction was carried out within the existing training framework of *Cornwallis*, although additional instructors in seamanship and navigation were provided by *Stadacona* when required.

In general, the cadets felt that *Cornwallis* was an ideal place to train prospective officers. The atmosphere of training and discipline was felt to be beneficial and since there were few outside distractions the cadets were glad to be kept busy practically every moment of the day. Beginning with PT at 0605 daily, the young officer was faced with a bewildering array of musters, inspections, classes, orders and assignments. Being at the right place at the right time was difficult at first, but as he became accustomed to the routine, he began to appreciate the amount of



First and third year cadets—250 of them—had their annual inspection during summer training on the East Coast August 21, by Commodore Duncan I. Raymond, Commodore, RCN Barracks, Halifax. He termed them the best turned-out cadets he had ever inspected. With the Commodore as he inspects the second rank of the guard mounted in his honour, is Cadet Captain Richard Fraser of the University of British Columbia. Behind them is Cdr. Patrick C. Benson, Reserve Training Commander, East Coast. (HS-58593)

training he was receiving in the relatively short time available. In fact, most cadets departed from *Cornwallis* with some regret, and with a feeling of considerable accomplishment.

One of the practical phases of training for cadets was small arms familiarization.

Although practical instruction formed a large part of the divisional course, classroom lectures also had their place. For example, PO G. T. Wallace, of the Leadership School Staff, lectured to the cadets in naval salutes and ceremonial.

During their communications course, cadets were required to attain a standard of six words per minute reading morse by flashing light. All cadets ran the assault course during their divisional course.

HMCS *Cayuga*

At 0930 on July 14, lower decks were cleared on board the *Cayuga* for entering harbour at Summerside, P.E.I. This entry heralded the beginning of a five-day relaxation period while participating in the Summerside Lobster Festival and related activities.

An official reception for 40 guests was held on board the night of arrival, followed by a reception at the Golf and Country Club. The official opening of

the Lobster Festival was marked by a mammoth parade led by a 24-man *Cayuga* guard, with Sub-Lt. William Panteluk as officer-of-the-guard. The week-long festivities at Summerside included a track and field meet, Bill Lynch shows, horse racing, dancing, lobster suppers and stage shows at the Civic Stadium.

The captain, Cdr. E. Petley-Jones, was one of the three judges of the Lobster Festival Queen contest which was held at the Civic Stadium.

The ship's company's participation in the sports program included a number of hard-fought ball games against the Royal Canadian Air Force and the Summerside Legion, and a tug-of-war tournament. AB L. P. Reny lasted four laps in a five-mile race. The *Cayuga* tug-of-war team pulled hard to win second prize. The prize money was handed over to the Salvation Army by PO Stanley Wood, the team's coach.

The people of Summerside, the Royal Canadian Air Force Station and the Canadian Legion extended their warm hospitality to all officers and men to make the visit a complete success. In appreciation of the hospitality to the ship's company, a replica of the ship's badge was presented by the captain to Mayor Currie, of Summerside, in a ceremony held on board.



Wren Margaret G. (Peggy) Bailey, practises using an Aldis lamp while taking a communication course in *Cornwallis*. (DB-12915)

P&RT School

Fifteen candidates successfully completed courses for trade group advancement at the Physical and Recreational Training School in Cornwallis in June. Four qualified for trade group two and 11 for trade group three.

The trade group three course showed great interest in Royal Life Saving Society awards, five members qualifying for the Award of Merit and five for the instructor's certificate.

A campaign, conducted by CPO W. A. Rheubottom in the Cornwallis swimming pools, to qualify personnel in water safety and life saving, was highly successful. At the end of June, Mrs. M. J. A. T. Jette, wife of the commanding officer, presented 39 Royal Life Saving Society certificates, medallions and awards, and 50 Red Cross and water safety awards.

PACIFIC COMMAND

HMCS Ottawa

Although she has been attached to the Pacific Command since early this year, only recently has the *Ottawa* settled into her place as a member of the West Coast fleet. The reason is that, on March 15, shortly after her arrival from the East Coast, she began an extensive refit, from which she did not emerge until July 7.

Once before the *Ottawa* was a "slow starter". That was on the occasion of her christening on April 29, 1953, when she refused to enter the chill waters of the St. Lawrence for a full half hour after the champagne bottle had been shattered on her bows. At that time, Rear-Admiral H. F. Pullen, then Chief of Naval Personnel, who had commanded two previous *Ottawas*, said: "She was a slow starter, but that means she will be a strong finisher".

Immediately after her return to the sea, under Cdr. I. B. Morrow, she was involved in the Royal Visit program. Later she completed her post-refit trials and work-ups and now is carrying out her normal duties in the Second Canadian Escort Squadron.

One of the *Ottawa's* accomplishments since returning to service was to defeat the *Skeena* softball team in Nanoose on July 31.

CPO F. B. Kelly and Petty Officers J. R. Ireland, T. H. Storer and G. Goossen have been active in Victoria's largely Navy-supported Little League baseball league. During the summer they took two teams of the boys to William Head minimum security prison and put on an exhibition game for the inmates.

The high calibre of baseball played by the youngsters was greeted with



CPO Gordon Dark is the "chief" cook in HMCS Assiniboine—the destroyer-escort which carried Her Majesty the Queen and Prince Philip from Vancouver to Nanaimo. Before leaving the ship Her Majesty presented CPO Dark with a personally autographed photograph of the Royal Family. Here are the "Chief", his wife, Anne and daughters Joanne, Jennie and Jean. (E-51300)

great enthusiasm and a return game is planned for 1960.

Fourth Canadian Escort Squadron

In mid-August, the *Sussexvale*, *Stettler*, *Beacon Hill*, *New Glasgow* and *St. Therese*, of the Fourth Canadian Escort Squadron, returned to Esquimalt after a busy seven-week training cruise for 123 Regular Officer Training Plan and College Training Plan cadets.

Of the 123 cadets on board, 84 were first-year cadets who have not been to sea before and 39 were second-year cadets who took their training in the Ontario in 1958.

The ships left Esquimalt on June 22, for Balboa, in the Panama Canal Zone, calling en route at Magdalena Bay and Manzanillo, Mexico. On the return journey, the ships visited San Diego, California. A total of 8,600 miles was steamed.

The purpose of the cruise was to teach the syllabus laid down for ROTP

and CTP cadets in the new General List Officer Training Plan. The timetable was therefore packed with formal lessons and practical work designed to teach the skills and knowledge required by the syllabus.

The ships were blessed with good weather for the whole of the journey except for three days on the homeward leg when they headed into a brisk northerly wind with heavy seas and fog.

During the southernmost leg of the trip, the *Terra Nova*, on her way to Halifax after having been newly commissioned in Esquimalt, made a rendezvous with the ships. After joining the squadron, the *Terra Nova* gave a demonstration of mortar firing for the cadets. She then set out on a separate course and give the ships of the Fourth Escort Squadron a chance to seek her out by radar. When darkness came, night firing of star shell, by all the ships of the squadron, was laid on in an attempt to silhouette the *Terra Nova*.

On completion of this exercise *Terra Nova* joined the squadron and entered Balboa as part of it.

On the morning of July 14 all the cadets and some officers boarded the *Terra Nova* for her trip through the Panama Canal. The cadets left the *Terra Nova* here and went by bus to Colon for a few hours shopping before returning to Balboa by bus late the same evening.

On July 15 all the first-year cadets were taken on a bus tour of an alligator farm and then on to Old Panama City, which Captain Henry Morgan and his band sacked and destroyed by fire. The second-year cadets were taken on a tour of the USS *Swordfish*, the fourth atomic-powered submarine in the United States Navy.

A visit to San Diego from July 28 to August 3, was an interesting one, particularly for the cadets. On Wednesday, July 29, 60 cadets visited a submarine tender and, split into three groups of 20 each, were shown through three submarines attached to the tender. The next morning, 60 more cadets made the same tour. In the afternoon all cadets toured the Naval Air Station, North Island. This is the largest Naval Air Station in the world and houses the Naval All-Weather Fighter Squadron which uses the Skyray—a supersonic fighter. A section of aircraft was scrambled for the cadets to watch. This is the only naval air squadron that is a component of the North American Continental Air Defence.

While in San Diego the *Stettler* cadets played *New Glasgow* cadets in the final volleyball game for cruise points. The *Stettler* team won.

During the cruise various contests were scheduled. These included competitive boatwork, competitive flaghoisting, general drills, and sports events (softball and volleyball). The competition from the beginning was keen and, up to the last event, three of the ships were separated by only a few points. The award went to the *St. Therese*, which had a slight lead on the others. She was declared "Cock of the Cruise" and will challenge again on the next training cruise in January 1960.

HMCS *Jonquiere*

On May 18, the *Jonquiere* along with the *New Waterford* and *Antigonish*, embarked on the first of three summer cruises for the training of reserve officer cadets from University Naval Training Divisions. Twenty-four cadets from colleges and universities all across Canada were embarked in each ship.



This is NOT the prescribed way of leaving a burning building, but this UNTD cadet wasn't concerned with technicalities as he fled the smoke hut on the Cornwallis assault course. (DB-12458)

During their month-long stay in the ships, the cadets underwent an extensive program of training. For those of the executive branch, the greatest emphasis was on navigation and duties of the officer of the watch and use of the weapons fitted in RCN frigates. Cadets of the supply branch worked with the administrative and stores departments, while engineering cadets were employed in the engine room.

All cadets, participated with enthusiasm in the intership competitions; general drills, seaboard drills and softball games. At the end of the first cruise, the results of these and of the cadet regatta placed *New Waterford* and *Antigonish* cadets in a tie for first place, while the *Jonquieres* trailed just two points behind.

The three ships first visited Pearl Harbour, Hawaii, where they spent the Memorial Day (May 30) week-end. They then proceeded to Hilo. The ships were met by a troupe of Hawaiian performers who entertained on the jetty with songs and dances. To top it all off, the mayor of Hilo presented the key to the city to Cdr. E. V. P. Sunderland, commanding officer of the group of ships.

The next three days were occupied with visits to Hawaii's dormant volcanoes, national parks, historic sites and lava flows—some as recent as five years

ago. There was even time for a couple of softball games against two Hilo teams, both of whom the combined ships' team defeated 3-2 and 13-10.

The *Jonquiere*, in company with the other two ships, returned to Esquimalt, June 17. During the following two days the ships' sailing and pulling crews participated in the Command Regatta, doing fairly well by placing the ship eighth out of 18 competitors.

The ship, in company with the *New Waterford*, sailed from Esquimalt, June 29, for the second UNTD summer cruise. Both ships spent a day at Bedwell Harbour, and proceeded to Vancouver. On Dominion Day, each ship transported about 100 members of the Canadian Army (Militia) to Nanaimo and then both carried on to Nanoose Harbour.

From there they went to San Francisco for a three-day visit, returning to Esquimalt July 12. For the next few days the ship was busy preparing for the visit of Her Majesty, the Queen, to Victoria. On Friday of that week, *Jonquiere* sailed the short distance to Ross Bay, near Victoria's Beacon Hill Park. In company with the other ships in the command, she participated in the illumination and fireworks display that evening. Following the display, the *Jonquiere* and *New Waterford* proceeded to the Queen Charlotte Islands to continue with the second half of the training cruise.

Having arrived at Louscoone Inlet, all of our hunters, fishermen, and naturalists became activated: AB Ron Duffy practically won himself a page in the ship's history by bagging the *Jonquiere's* first black bear. (Those who read the last account will remember that the black bear of the Queen Charlottes — *Eractos Americana*, *Carlotta* — is the emblem on the ship's unofficial flag).

A banyan on the beach with a roaring bonfire, bucketfuls of baked clams, and a friendly singsong brought both ships' companies together for an enjoyable evening in the wilderness.

While in Louscoone Inlet, the cadet whaler pulling regatta took place. In this the *Jonquiere's* cadets won all four events, making a clean sweep of the competition. This was instrumental in giving the ship possession for the first time of the specially decorated broom which signified her supremacy.

After the ships returned to Esquimalt, the *Jonquiere* and *New Waterford* both participated in the "Sailor for a Day" program, part of the command's Navy Day. The two ships embarked a total of nearly 7,000 boys on a series of two-hour cruises in the vicinity of Victoria.



Famed totem pole carver Chief Mungo Martin watches as Captain E. T. G. Madgwick, Chief of Staff to the Flag Officer Pacific Coast, makes the first cut into a 25-foot log, which has since been made into a totem pole for HMS Excellent, the Royal Navy's gunnery school at Whale Island, Portsmouth, England. Looking on is Chief Martin's great-granddaughter, 16-year-old Shirley Hunt. The totem pole will be presented to Whale Island in recognition of the long association between gunners of the Royal Navy and Royal Canadian Navy. (Victoria Colonist photo by Jim Ryan.)

A TOTEM POLE FOR WHALE ISLAND

SYMBOLS appropriate to the ancient art of gunnery adorn a British Columbia totem pole, which is being presented to the Royal Navy's gunnery school, HMS *Excellent*, Portsmouth, at Whale Island.

The presentation is being made in honour of the half-century of close association between the gunners of the Royal Navy and the RCN and has been made possible by the financial contributions of RCN gunnery officers and men who trained in HMS *Excellent*. A committee headed by Rear-Admiral E. P. Tisdall, Vice-Chief of Naval Staff, who qualified as a gunnery officer at Whale Island in 1932, organized collections for the Whale Island Presentation Fund.

The work of creating the totem pole was entrusted to the noted totem pole carver, Mungo Martin, who was assisted by his nephew, Henry Hunt. Both are members of the Kwakiutl tribe of West Coast Indians and have won wide renown in their specialty. One of their better known masterpieces is the 100-foot Centennial Totem Pole, which was presented to Her Majesty Queen Elizabeth II by the people of

British Columbia and which now stands in the grounds of Windsor Great Park.

The cedar log from which the Whale Island totem pole has been carved was donated by British Columbia Forest Products Limited and taken to Thunderbird Park in Victoria, where the ceremony of cutting the first chip was performed on May 1 by Captain E. T. G. Madgwick, who is Chief of Staff to the Flag Officer Pacific Coast and who qualified in gunnery at HMS *Excellent* in 1941. It had originally been intended that the "first chip" ceremony be performed by Rear-Admiral V. G. Brodeur, who was the first Canadian gunnery officer to train in *Excellent*, but illness prevented the retired admiral from attending.

Officers and men of the Royal Canadian Navy no longer train at Whale Island, but the totem pole will long recall the contribution which the gunnery branch of the Royal Navy was able to make to the young RCN.

The brightly-painted figures on the totem pole are a Thunderbird, a Killer Whale and a Speaker.

The *Thunderbird* is a mythological bird which appears as an important



character in the origin myths of several Kwakiutl tribes, and was frequently displayed as a "family crest" on totem poles. Thunderbird lived on the snow-capped mountain peaks and descended to the sea to hunt Killer Whales. Lightning was attributed to the flashing of the terrible eyes and thunder to the beats of his wings.

The Killer Whale also appears frequently on Kwakiutl totem poles and is derived from the actual animal which is a small-toothed whale fairly abundant in British Columbia's coastal waters. The Killer Whale, like the Thunderbird, is a character in some of the Kwakiutl origin myths.



A Speaker. This figure usually represents a man addressing an audience; he holds a staff denoting his authority.

Mr. Martin has carved the face in such a way as to represent a man giving orders — a man, as it were, training other men.

How appropriately these symbols represent the World of Naval Gunnery becomes apparent when one looks upon the Thunderbird as symbolizing the roar and flash of guns, the Killer Whale as representative of Whale Island and the Speaker to be that most awesome personage of the parade ground, the Chief Gunnery Instructor.

The totem pole fund is still open and contributions will be welcomed by the committee from officers and men who are old Whale Islanders.

DIVERS RETURN HOME

A VOLUNTEER team of nine Royal Canadian Navy clearance divers has wound up operations—one of them "next to impossible"—in the eastern Canadian Arctic and Greenland for the Military Sea Transportation Service of the United States Navy. It has been warmly applauded for its efforts up North this summer.

Rear-Admiral D. T. Eller, USN, who is in overall charge of the annual resupply of eastern Arctic military installations, has sent the following in a message to Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, from whose command the frogmen came:

"The RCN clearance divers have successfully completed all assigned missions. They have contributed materially to the overall success of Military Sea Transportation Service's Arctic Operation East. I was most impressed with their professional, seamanlike approach to new problems, together with their enthusiastic drive and energy. My sincere appreciation and thanks to the RCN for the loan of their clearance divers for this operation."

The divers, headed by Lt. Arthur W. Rowse, arrived in mid-September at Harmon, Newfoundland, to finish clearing RCN Second World War ammunition from the bottom of St. George Bay. They were due back in Halifax in October.

Admiral Eller also sent a message to the team itself, code-named "UDU Bravo":

"Again UDU has lived up to its fine reputation in contributing significantly to MSTs Arctic Operation, East, 1959. The Royal Canadian Naval Clearance Diver (team) under the leadership of Lt. Rowse, has accomplished next to the

impossible by deeping the Sandy Point channel as well as the excellent work in installing the new submarine pipeline at Goose Bay and then the fine work of installing the new polynia system alongside the deLong Pier, Thule. The clearance divers can be proud of their splendid achievements and are a credit to the RCN. I wish to highly commend UDU Bravo on a job well done."

The team accomplished the following:

1. Blasted a deep channel into the anchorage of Goose Bay, Labrador, thereby enabling the passage through of deep-draught ships. The "Ripple Rock" they demolished was some 5,000 cubic feet in volume and had hampered off-loading of supply ships to the extent of \$900,000 worth of time and effort hitherto.

2. Laid an elaborate pipe line system some thousands of feet in total length at Goose Bay so that tankers could pump various fuel oils into a "tank farm" and ships could draw on it with relative ease throughout the short resupply shipping season.

3. Laid a bigger polynia system in the harbour at Thule Air Force Base, Greenland, so that the bubble-producing pipes could keep the harbour free of ice throughout the winter.

In addition to Lt. Rowse, the team includes CPO Peter Nicholson, PO Francis MacArthur, Leading Seaman James Poidevin, Glendon Frausel, Nelson Eisener, Stanley J. Stephenson, Roy Everts, and Kenneth Whitney.

This was the third year of Arctic operations for PO MacArthur, the second for Ldg. Sea. Stephenson. The others went North for the first time.



When the village of Manotick, south of Ottawa, staged a bang-up centennial celebration in early August, one of the ghosts from the past was a British naval officer of 1859. The uniform is that of a lieutenant, the curl having not appeared until 1860 and the second stripe until 1864. Inside the uniform is Lt. (SB) Philip Chaplin. RCN(R), (Ret.) of the Naval Historian's staff. (O-12202)

RESCUE OFF ARCACHAN

WHEN THE DISTINGUISHED soldier and diplomat Major-General George P. Vanier was installed as Governor General of Canada on September 15, the Royal Canadian Navy was able to recall an incident of the darkest days of the Second World War which may have had a very direct bearing on the event in Ottawa.

The war-time incident was the rescue by HMCS *Fraser* of Sir Ronald Campbell, the British ambassador, General Vanier, then Canadian minister to Paris, and a party of 16 from a sardine boat in the Bay of Biscay in June 1940.

The captain of the *Fraser* was Cdr. Wallace B. Creery, now a retired Rear-Admiral and an Ottawa businessman. He told the story of the rescue recently to Walter Gilhooly, columnist with *The Ottawa Journal* and himself a retired naval officer. Here is Admiral Creery's story as set down by Lt.-Cdr. Gilhooly:

"I was in command of the destroyer HMCS *Fraser*, in the West Indies when I received orders to proceed forthwith to Devonport. We steamed up the English Channel when the evacuation of the British Army at Dunkirk was at its height.

"Through the thick fog we could hear over the radio the Army describing its position. We could hear calls for help under the bombing and replies from ships going in to take troops off the beach. It was frustrating for us not to be able to go to their assistance."

Plymouth harbour was chockful of shipping—French naval units, French and Polish soldiers. The *Fraser* had changes made in her armament and a week later escorted four ships loaded with tanks and armoured cars into Brest.

"I expect the Germans got them right away," Admiral Creery said.

The *Fraser* was next ordered to rendezvous in the Atlantic with the battleship *Hood* and three destroyers, and the group escorted the troop-carrying *Queen Mary*, *Queen Elizabeth*, *Mauretania* and *Andes* into the Clyde. Another troop convoy was guided into Plymouth and on June 18 the commander-in-chief, western approaches, sent for the *Fraser's* captain.

"He told me to take an evacuation party consisting of a Royal Navy captain and 34 ratings to St. Jean-de-Luz in the bottom corner of the Bay of Biscay on the French-Spanish border. My

orders were to land the party and remain in the vicinity to protect merchant vessels engaged in the actual evacuation. On no account was I to leave the party ashore.



His Excellency the Governor General, Major-General G. P. Vanier, DSO, MC, CD.

"I told him he was placing me under the admiral commanding that section of coast, so what was my position if he should have other orders for me? His reply was in the best traditions of the Navy. I was to use my discretion.

"We left Plymouth on June 20 and arrived off the St. Jean-de-Luz breakwater the next night. A day was spent patrolling outside the small artificial harbour with other destroyers and at midnight I received a badly garbled cypher message. Most of the night was spent trying for a repeat. It came next morning about seven o'clock.

"It told me to proceed at best speed to the vicinity of Arcachan and look there for a party of diplomats headed by Sir Ronald Campbell. It might be on a spit of land or might have had to take to the sea. The message added there was a U-boat in the area. The

message further said to rendezvous there with HMS *Galatea*, flagship of the admiral in command of the coast.

"We proceeded at 34 knots, under water, it seemed, most of the time. The day was mean—raining and the sea was rough. We closed *Galatea* around nine o'clock. A heaving line passed us a canvas bag containing a letter for French Admiral Darlan whose last known address was Bordeaux. My instructions were to turn it over to Sir Ronald Campbell and he was to send it ashore by courier for delivery to the admiral.

"At noon we were off Arcachan. The visibility was bad. We came in as close as we could, saw nothing on the beach and a lookout spotted a small boat about a mile to seaward. We turned about and came up to it.

"It was a sardine fisherman's open motor boat. In it was huddled the party we'd come to get—some sick and all soaking wet. They'd been out there for hours. I was more than surprised to see one of them was General Vanier.

"It was difficult transferring them to the deck of the *Fraser* in the running sea. We lowered scrambling nets, the sailors lend them a hand and they made it. It was amazing the agility General Vanier showed, handicapped as he was by an artificial leg.

"His first words to me were, 'What are you doing in this ship?' I told him he was aboard a Canadian destroyer. He was delighted a Canadian ship had done the job.

"I handed Sir Ronald Campbell the letter for Darlan. He read it, shrugged and said it was hopeless to try to have it delivered. He probably knew, then, all about Darlan.

"Our passengers were taken below to my cabin, given dry clothing, fed some soup and it's just possible some hot rum, although I wouldn't know. I wasn't present. This was a Sunday and later they had our Sunday dinner—turkey, of course."

The *Fraser* steamed for St. Jean-de-Luz at 20 knots, anchored outside the breakwater and her distinguished guests had one last uncomfortable trip in a motor boat to the *Galatea*. The cruiser took them to London.

The cruiser *Calcutta* and six destroyers carried on the harbour approaches patrol while the evacuation continued.

"At 1.35 a.m., June 25, the armistice between France, Germany and Italy be-



came effective and the French authorities gave us until noon to get clear of the harbour. It was filled with merchant ships loading evacuees and two waited outside. We brought these in at daybreak. The evacuation party we'd brought from Plymouth returned aboard.

"At one p.m., we spotted a tank, an armoured car and a field gun coming over a hill behind the town. This was the German vanguard. It was time to get out. The *Fraser* helped herd the merchant ships out and left right on their heels. It was regrettable to have to abandon people there on the jetties but there was nothing we could do about it."

Name Not Fitting —But Enduring

During the Second World War the Royal Canadian Navy dredged up an old name for a new class of ships and what it did has affected the navies of most of the world.

The word which the RCN re-introduced was "frigate". How it happened is told in the new book, "British Warship Names", by Captain T. D. Manning and Cdr. C. F. Walker:

"On the outbreak of war in 1939 a new class of small escorts, built on mercantile lines, were rated corvettes, but when the design was later modified to incorporate twin screws, the Canadians, to whom some of new ships were allocated, began to refer to them as frigates; a historical solecism which the Admiralty unhappily condoned by copying, in order to avoid confusion in signals and correspondence. These little ships, useful though they were, of course bore no relation whatever either in relative size, complement, fighting power or functions, to the frigates of old, whose lineal descendants were the much larger ships which our grandfathers miscalled cruisers."

Persons not familiar with the word "solecism" used above, will find on consulting their dictionary that it is a pretty strong word. "The Concise Oxford Dictionary" defines it as an "offence against grammar or idiom, blunder in the manner of speaking or writing; piece of ill breeding or incorrect behaviour." It comes from a Greek word meaning "barbarous".

The Royal Navy, since the war, has compounded the felony by applying the term "frigate" to single-screw corvettes of the Castle class. The United States Navy, on the other hand, has restored the name to something of its old dignity by giving it to destroyer leaders and guided-missile warships of substantial tonnage and striking power.

The facts would appear to be that "frigate" proved to be a very handy word to apply to classes of warships for which no general term was in existence and that it will endure as long as warships remain afloat on the oceans.

Letter to the Editor

LIFE IN HMS CORNWALL

Dear Sir:

I would like to write a few lines to you about an account you published some time ago about HMS *Cornwall*. I was a seaman rating in that ship in World War I. I found it very interesting. I would have written before but I was hospitalised early in the year. It was a pleasant surprise for me when I saw the photo of the *Cornwall*. I joined this ship on 14th May, 1913, and I was in her till March 1917. I remember some of the men talking about the events you mention in a "Study in Seaman-ship".

This ship while I was with her had quite a time. We were with Admiral Sir Doveton Sturdee's squadron in the action off the Falkland Islands December 8th, 1914, then away to St. Helena to take some gold-bullion from HMS *Albion*. We made for Sierra Leone, from where we then left with six troopships for Plymouth. Rounding the Ushant, for a fast run to Plymouth, in fog we collided with HMS *Achates*, the first of an escort coming out to us. HMS *Ambuscade* towed her up the harbour. We lost an anchor. Next morning we unloaded the gold and then went to Avonmouth for a refit and some leave. Away for Capetown, we fixed the boats up to go up the Rufiji River after the German cruiser *Königsberg*. But the operation was cancelled and we proceeded up the coast to the Red Sea; passed through the Suez Canal and to Gallipoli. The *Cornwall's* battle honours included Falkland Islands and Dardanelles. I was ashore there with the beach party. It was some place. I had a look at the peninsula in 1919 as we passed through the Straits on our way to Constantinople and the Black Sea. The peninsula was very quiet then—quite different to 1915—and I was in HMS *Centaur* then.

Back to HMS *Cornwall*: We left the Dardanelles and went to the Far East where Singapore was our base. We patrolled a lot to Australia and Hong Kong. We had a small event in seaman-ship one night steaming through the Rhio Strait to Singapore, "Man overboard, stop both engines, hard astarboard!"*

* Editor's Note: This would be the helm order of those days. The ship would actually go to port to avoid entangling the victim in the screws.

The man went over the port side and he landed right on the buoy dropped from the quarterdeck. The lifeboat got away real smart and the torpedoman of the watch had the searchlight on him. The boat was back and hoisted, with the whole operation only lasting about 20 minutes. He was lucky.

Well, we left that part of the world late in 1916 for Plymouth via the Cape where we picked up another load of gold bullion for London, and some more troopships to escort. We made a good trip to Plymouth where we landed the gold. I well remember rounding Drakes Island with the band playing "Rolling Home", the paying-off pennant streaming out astern. We payed off and that was the last I saw of the old *Cornwall*. She was a good ship and I intend to send for a picture of her. Her crest was 15 balls on a shield (Cornish of course) and her motto "All for one; one for all".

Her captain Walter Ellerton was afterwards Rear-Admiral Sir Walter Ellerton. I am writing of events that took place nearly half a century ago, but they remain clear to me.

Did any other member of this ship's crew write to you? I may know them. I was with the RCNR for 15 years and worked as a bench rigger in HMC Dockyard, Esquimalt, so I have been around ships for a long time.

I could have mentioned other events that happened in this ship. We missed the *Karlsruhe* in the mouth of the Amazon River by 24 hours, captured the Italian liner *Re Vittoria* with 400 German reservists aboard, took her to Gibraltar, met the RMS *Carmania* after her action with the Cap Trafalgar at Trinidad Island, South Atlantic. One ship always seems to stand out it was the *Cornwall* for me. She displaced 9,800 tons, her speed was 24 knots and she carried 14.6" guns.

Yours truly,
W. S. WOODS

P.S.—I have a photo print of HMCS Submarine C.H. 15 taken at Bermuda 1922, commanded by Ronald Watson. I was in her at the time.

1180 Palmer Road,
Lakehill,
Victoria, B.C.

THE NAVY PLAYS

Submariners Soccer Titlists

Cornwallis was host to the Atlantic Command Soccer Championships in which the Sixth Submarine Squadron captured the title.

In the eliminations *Cornwallis* downed *Cortron* 7 by 6-1, and the Submariners downed *Stadacona* 2-1.

Cornwallis and *Stad* played for the Consolation honours with *Stad* coming out on top 7-0.

Halifax Sailors Out-Sail Soldiers

The Royal Canadian Navy Sailing Association at Halifax, for the first time in five years, defeated the Halifax Garrison Sailing Club for the Headquarters Eastern Command trophy.

In the two-part race the RCNSA downed the soldier sailors in the whaler races and the following day topped the dinghy field in a two-race series.

Leading skipper of the sailing battle was Fred Bradley with a first and a second. Next in line was Sid Bryant with a first and fourth.

Bryant also captured the Jordan Trophy, which was presented to the club this year by Lt.-Cdr. and Mrs. John Jordan for competition in the dinghy fleet.

Navy Excels in Track and Field

A Navy team from *Naden*, outjumped, outran and generally outclassed the Army and Air Force in the annual Tri-Service Track and Field Meet.

Chalking up 138½ points, the sailors won eight of 11 events, and a Navy man, Dave Cooper, won the individual championship.

Army held second place with 100 points and RCAF trailed with 74½.

Cooper set a new record of 5 feet, 8½ inches in the high jump, despite poor conditions. He also won the broad jump and the hop, step and jump and placed third in the discus throw and shot put for a total of 26 points.

Stad Captures Softball Title

Stadacona toppled *Coverdale* 9-4 to win the Atlantic Command softball championships.



Captain F. C. Frewer, commanding officer HMCS *Cornwallis*, presents the Atlantic Command Soccer Cup to Ldg. Sea. Peter Whitehead, captain of the victorious Sixth Submarine Squadron soccer team. (DB-13043)

Coverdale earlier reached the finals by downing *Cortron* Five, 17-6. Other teams in the two-day tourney were *Shearwater*, *Shelburne* and *Cornwallis*.

Shearwater Takes Football Opener

In the first football game of the saeson for the Nova Scotia Football League the *Shearwater* Flyers tangled with *Stadacona* Sailors and came out on top 34-23.

It was a dramatic and explosive game, see-sawing back and forth for three frames. Then in the fourth the Flyers let loose for 21 unanswered points.

Stad scored 7 in the first to the Flyers 13, neither made points in the second and *Stad* forged ahead with 16 more points in the third holding *Shearwater* scoreless. The final frame saw the Flyers push their score to 34.

Apprentices Score At Junior Meet

The Technical Apprentices' track and field team travelled to Nanaimo, B.C.,

in September and competed in the B.C. junior meet, scoring five firsts and six seconds.

Ord. Sea. "Ken" Neids won firsts in discus and shot put and Ordinary Seamen Gordon Cahill and Barry Tulip won the 220 and 100 yard sprints respectively. Tulip was also on the mile relay team, with Durham, Irwin and Cahill, which won this event.

Second places were won by Tulip, 100-yard dash; AB A. Dirwin, 200-yard dash; Ord. Sea. S. Price, 880-yard run and two mile; and Ord. Sea. Cahill, discus and shot put.

Service Golfers Compete at Digby

The Digby Pines Golf Course was the assembly point for 77 golfers from nine units and establishments for the annual tri-service golf tournament.

The Lieutenant-Governor of Nova Scotia, Major-General E. C. Plow, presented the trophies upon completion of the tournament and donated the new Lieutenant-Governor's Trophy for the best 18 holes. This trophy was won by LAC Larry Marsh, from Maritime

Air Command Headquarters, Halifax, with a two-over-par 73. Par at the course has not been broken in eight years and has been equalled only three times.

PO Rodger Gravelle, of HMCS *Haida*, pressed Marsh all the way ending with a 75.

Winners, trophies and scores were:

Low gross, LAC L. Marsh, MACHQ, 151; runner-up low gross PO Gravelle, *Haida*, 156; best 18 holes LAC L. Marsh, MACHQ, 73; low net Cdr. R. W. J. Cocks, *Cornwallis*, 126; runner-up low net Lt.-Cdr. J. A. Arnott, *Cornwallis*, PO Cy Mann, *Cornwallis*, 137; low gross unit team, RCAF 642; runner up low gross unit team, Navy, 677; team trophy, RCAF Greenwood, 642; and runner-up team trophy, *Cornwallis*, 670.

Good Season For Wrestlers

West Coast grapplers, sparked by Veteran CPO "Jim" Goodman, are enjoying an active and successful season. Their latest successes were in Vancouver at the PNE.

AB Dave Thera, from the *Margaree*, who is making a name for himself in wrestling circles, fought his way to the tourney's middleweight championship. This was Thera's third win in as many tournaments.

The old maestro CPO Goodman, won the light-heavy division and also placed third in the heavyweight class.



This one didn't get away and, too big to be held at arm's length for the photographer, was lashed to a post. CPO Dick James, of Naden, a leading light in the Pacific Command RCN Anglers' Association, landed the 33-pound, seven-ounce spring salmon in Cowichan Bay. (E-51646)

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Cdr. L. J. Hutchins, Commodore of the Ottawa Squadron of the RCNSA, receives the Hamilton Squadron Trophy from Lt.-Cdr. (L) R. G. Wilson, Commodore of the Hamilton Squadron. The cup was presented to the Ottawa club on the occasion of its winning the two-day sailing regatta held in Hamilton, in which three squadrons from Hamilton, Toronto, and Ottawa, participated. (COND-5381)

AB "Lowie" Perron, of the *Sussexvale*, tied for first place among the lightweights and PO Ira Lefebvre, from the *Stettler*, placed third in featherweight.

Island Softball Titles Decided

On the West Coast softball scene, the Navy's senior "A" entry in the Victoria Softball League finished the season in fourth place in a five-team league, but only five games separated the Navy's entry from the leaders. The team was knocked out of the play-offs in straight games.

The Navy's Pat Bay entry (VU 33 Squadron) won the Victoria City Senior "C" championship by defeating a civilian entry 3 games to 2.

In Command softball, *Venture* and *St. Laurent* worked their way to the final where *Venture* scored an easy 18-2 win over *St. Laurent*. A line-up of heavy hitters combined with CPO George Kinch's pitching were the main contributions towards the victory.

Cornwallis Takes Tennis Honours

Cornwallis carried off team honours in the annual Atlantic Command tennis tournament played on *Stadacona* courts in August. *Cornwallis* had 11 points, three better than *Stad* and four more than ships.

Cadet Dahnberg, UNTD Western University varsity champion, took the men's single from Cadet Oullett, Ottawa University, 6-8, 6-2, 6-3.

In doubles Perron and Moillet eliminated Costan and Binnie, 3-6, 6-3, 6-2. Perron is a former Quebec junior champ. Mixed doubles went to Frost and Fotheringham, 6-4, 6-3 over Tilley and Lawrence.

College Journal Ready in November

This year's issue of *The RCAF Staff College Journal*, published annually by the RCAF Staff College, Toronto, will be off the press early in November.

Most of the articles are by well known writers on military affairs and range in their subject matter from global strategy, through limited war possibilities to problems of national security.

The managing editor, Wing Commander M. Davies, reports that the 1959 Essay Contest entries reflect expanding tri-service and civil service interest in contemporary military problems.

The Journal is available at one dollar a copy from: The Editor, *RCAF Staff College Journal*, Armour Heights Toronto 12, Ontario.

LOWER DECK PROMOTIONS

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

AUBET, RogerLSEM1

BALL, Donald R.LSEM1
 BALL, Raymond, C.LSEM1
 BARTLETT, Earl R.LSEM1
 BELANGER, JacquesP2EM2
 BELLIVEAU, Reginald T.P2EM2
 BENNETT, Thomas L.LSAM2
 BLANCHETTE, Edmond J.LSEM2
 BODNARCHUK, JerryC2EM4
 BONNETT, Robert H.LSEM1
 BRINSTON, Arthur F.LSEM1
 BROOKS, Cyrus A.C2EM4
 BURROUGHSFORD, Alan T. ...LSVS2

CAMPBELL, Percy J.LSEM1

CARR, Ronald F.LSEM1
 CHISHOLM, John A.C2ER4
 COLES, Ronald C.LSEM1
 CUMMINGS, James L.LSEM1

DELANEY, John D.LSEM1
 DICKINSON, Rodney, W.LSEM1
 DIX, Kenneth H.LSEM1
 DORCAS, Aubrey W.LSEM1
 DOUTHWRIGHT, Malcolm N. ...LSEM1
 DRISDELLE, Gerald J.LSEM1
 DUBOURDIEU, CyrilP1EM4

EISNOR, Murray E.LSEM1

FIELD, Alan F.LSEM1
 FONG, Leonard Q.LSEM1
 FRANK, Ronald A.LSEM1
 FRASER, Gerald F.C2ER4

GILLINGHAM, Alfred E.LSCK2
 GOHM, James E.LSEM1

GOODERIDGE, Frederick W. ...LSVS2
 GORAL, WalterLSAM2
 GREENLAW, Kenneth S.LSAP2
 GRIST, Cecil B.P2EM2
 GRUDNISKI, Alfred E.LSEM1

HACKETT, John F.LSEM1
 HARRETT, Carman G.P2EM2
 HAWKINS, Clifford R.P1EM4
 HEWITT, Douglas F.C2ER4
 HILDEBRANDT, AbramLSEM1
 HOGG, AlexanderP1TA4
 HORTON, Donald E.LSEM1
 HUGHSTON, Thomas C.LSEM1

IGOE, John M.P2EM2
 ISLES, Kenneth M.C2ER4

JAMES, Donald R.LSEM1
 JEFFRIES, Albert W.LSEM1
 JEWER, Edwin C.LSEM1
 JIPPES, AlbertusLSEM1



The Royal Navy's new all-weather jet fighter, the Sea Vixen, began operational service in July. The new aircraft is armed with the Firestreak air-to-air guided missile. The Sea Vixen is said to have twice the operational capacity of the Sea Venom, which it replaces. It climbs faster, has a higher operational ceiling and far greater combat-patrol endurance. (Photo from United Kingdom Information Service.)

JOHNSON, Mervyn L.LSEM1
 JOHNSTON, JackP2EM2
 JUDD, Frank S.C2EM4

KENDALL, Floyd V.LSEM1
 KERESMAN, JohnP2EM2

LANE, Edward F.LSEM1
 LANDER, Thomas H.PIEM4
 LEE, Clifford M.C2SH4
 LEGAULT, Maurice G.LSEM1
 LOTT, Robert J.LSEM1
 LOVELACE, James B.LSEM1

MacDONALD, William W.LSCR1
 MacKERETH, Edmund B.LSEM1
 McARDLE, Kevin F.LSEM1
 McCALLUM, David P.LSEM1
 McCANN, Robert A.P1CK3
 McCULLOCK, David J.P2EM2
 McLEAN, Ian S.LSCK2
 McLELLAN, Lloyd Q.LSEM1
 McMULLEN, Clarence G.LSNS2
 McPHERSON, Ronald G.LSEM1
 MOSSSES, William H.C2EM4
 MUIR, Edwin J.LSEM1
 MUIR, JerraldPIEM4
 MULLOCK, William R.P2EM2
 MYERS, Stephen E.LSEM1



NUTTALL, Howard G.LSCK2
 O'BRIGHT, Gerald A.LSEM1
 O'NEIL, Robert K.P1ED4
 PARK, Gerald E.LSEM1
 PETRIE, DavidLSEM1

POIDEVIN, James J.P2EM2
 RANDALL, Robert E.LSEM1
 READY, Wilmer F.LSEM1
 REISER, Gordon G.LSEM1
 RICE, Howard J.LSEM1
 ROGERS, Eric P.LSEM1
 ROY, Arnel J.LSEM1

SHARPLES, Edward J.P2EM2

THORNE, Eric G.C2EM4
 THOMSON, Brian C.LSMA2
 TOMSETT, David E.LSEM1
 TOUSIGNANT, William L.P2SW2
 TREVELYAN, Donald J.LSEM1
 TURLEY, David L.LSEM1
 TURNBULL, Andrew J.P2EM2
 TWETER, Robert L.LSLM2

VALOIS, Jean-PaulC2EM4

WARD, Robert G.LSEM1
 WEBBER, Richard J.LSEM1
 WHITE, Eric M.LSNS2
 WILKINSON, Henry J.LSEM1
 WYNNYK, JaroslawP2TA3

ZOLLNER, Charles M.LSCR1



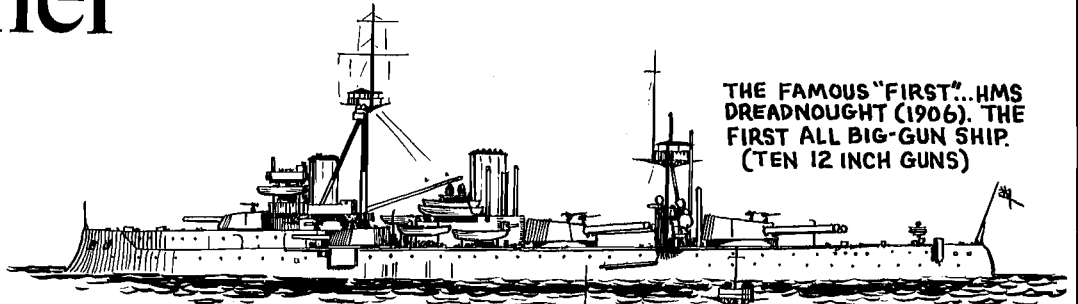
Eighty civil servants from Naval Headquarters were guests on board the destroyer escorts St. Croix and Kootenay Labour Day week-end in the St. Lawrence Seaway. The civilian employees of the Navy were taken by Army bus from Ottawa to Iroquois Lock, where they boarded the ships in groups of 40. They remained with the ships until they reached the Beauharnois Lock near Montreal. While on board the civil servants were taken on conducted tours of the ships and watched the sailors navigate through the International Rapids, Lake St. Francis and Soulanges sections of the Seaway. In the photo at the left, Lt.-Cdr. A. J. R. Smedley, Executive Officer of HMCS St. Croix is shown with Mrs. Helen McKeown, employee of the Engineer-in-Chief Office. At the right the group disembarks at Beauharnois Locks for return by bus to Ottawa.

Naval Lore Corner

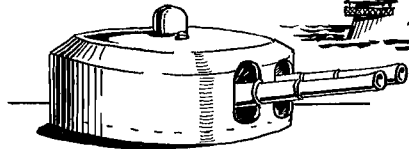
Number 75
THE EVOLUTION OF THE BIG-GUN
TURRET...



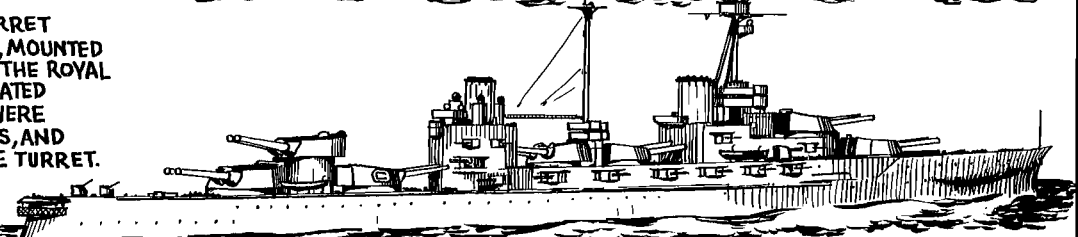
THE FIRST SEA-GOING TURRET SHIP, HMS MONARCH (1869), MOUNTED THE FIRST 12-INCH GUNS IN THE ROYAL NAVY IN TWO STEAM-OPERATED TURRETS (ABOVE). THEY WERE 25-TON MUZZLE LOADERS, AND WERE LOADED WITHIN THE TURRET.



THE FAMOUS "FIRST"...HMS DREADNOUGHT (1906). THE FIRST ALL-BIG-GUN SHIP. (TEN 12 INCH GUNS)

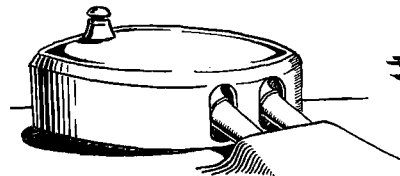
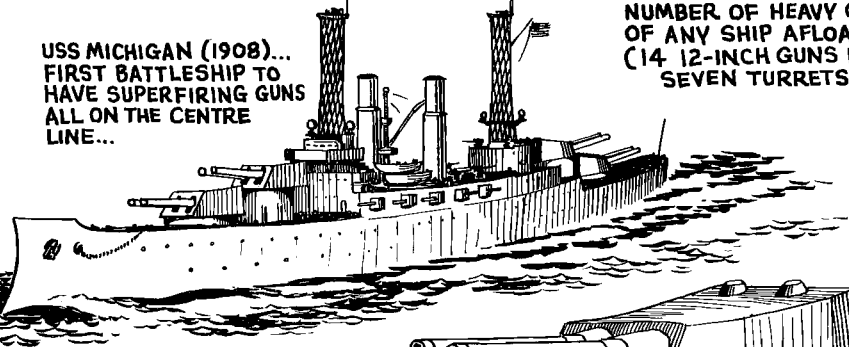


TWIN 10-INCH BREECH-LOADING GUN TURRET OF HMS DEVASTATION (1873). THE HEAVIEST HAND-OPERATED GUNS IN THE ROYAL NAVY.

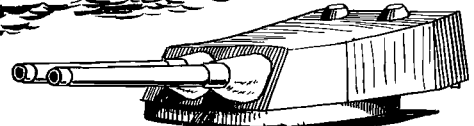


HMS AGINCOURT (1914) CARRIED THE LARGEST NUMBER OF HEAVY GUNS OF ANY SHIP AFLOAT. (14 12-INCH GUNS IN SEVEN TURRETS).

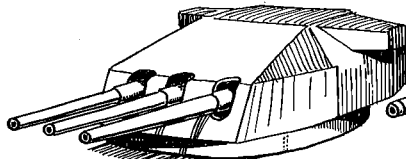
USS MICHIGAN (1908)... FIRST BATTLESHIP TO HAVE SUPERFIRING GUNS ALL ON THE CENTRE LINE...



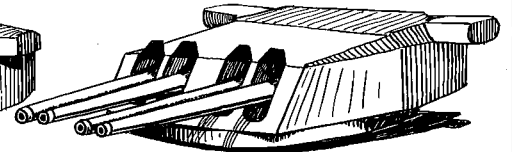
TWIN 16-INCH GUN TURRET OF HMS INFLEXIBLE (1881). MUZZLE-LOADERS, THEY WERE DEPRESSED INTO GLACIS IN THE DECK FOR LOADING FROM HYDRAULIC LOADING TUBES BELOW.



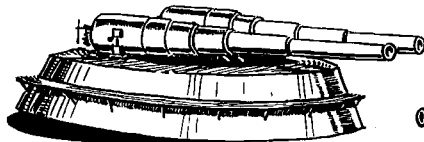
TYPICAL BRITISH TWIN 15-INCH GUN TURRET



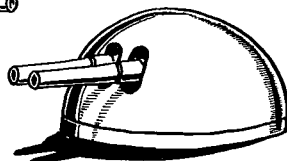
HEAVILY ARMoured TRIPLE 11-INCH TURRET OF GERMAN BATTLECRUISER SCHARNHORST. (1940)



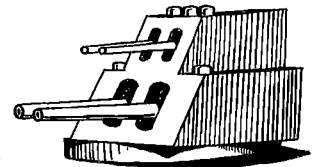
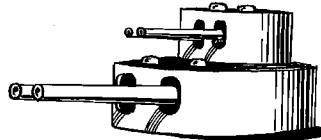
QUADRUPLE 15-INCH TURRET OF FRENCH BATTLESHIP RICHELIEU (1940)



TWIN 13.5-INCH BREECH-LOADING GUNS OF HMS CAMPERDOWN (1889) WITH OPEN BARBETTE



DOMe TURRET WITH 2 17-INCH GUNS AS MOUNTED IN ITALIAN BATTLESHIP RUGGIERO DI LAURIA (1884)



SUPERPOSED GUN TURRETS INTRODUCED INTO THE U.S. NAVY. KENTUCKY CLASS (LEFT, 1897) WITH TWO 13-INCH GUNS AND TWO 8-INCH GUNS AND NEW JERSEY CLASS (RIGHT) WITH TWO 12-INCH GUNS AND TWO 8-INCH GUNS.

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