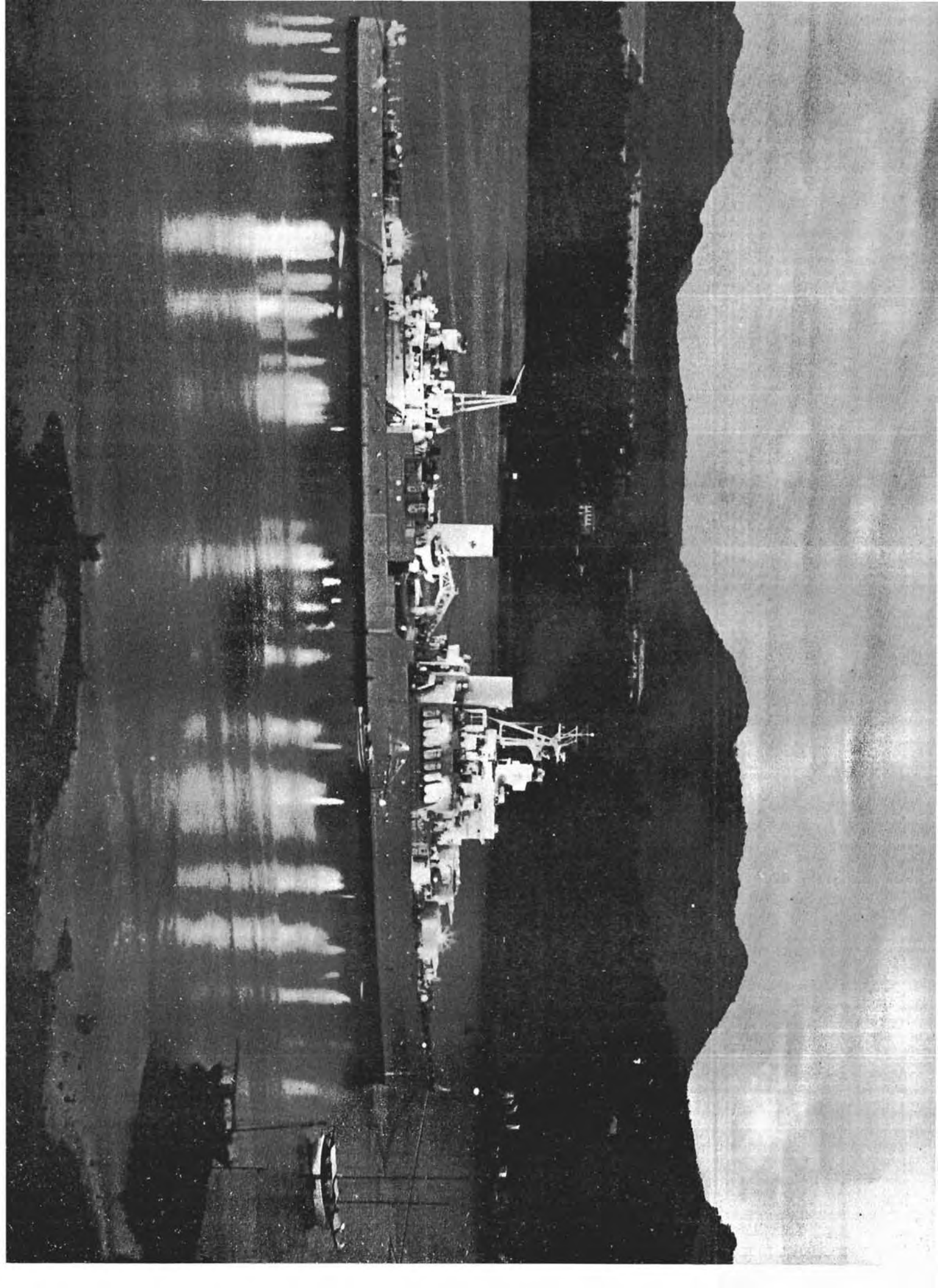


the CROWSNEST





The CROWSNEST

Vol. 8 No. 7

THE ROYAL CANADIAN NAVY'S MAGAZINE

MAY, 1956

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LADY OF THE MONTH

The purpose of the picture on the opposite page is not primarily to do honour to the training cruiser *Quebec*, worthy as she may be, but rather to present a scene evocative of the most ambitious spring training program ever undertaken by the Royal Canadian Navy in the Caribbean area.

At one time 16 warships of the Royal Canadian Navy, plus the three submarines of the Sixth Submarine Squadron were carrying out manoeuvres in the West Indies, with ships from both the Atlantic and Pacific Commands taking part.

The picture is in contrast to the busy days at sea. It shows the *Quebec* at dusk quietly resting on the placid waters between the dark and, to northerners, mystery-laden tropical hills. The little bay is the harbour of Castries, St. Lucia, in the Windward Islands, 14 degrees north of the Equator and across St. Lucia Channel from the French island of Martinique.

St. Lucia, discovered by Columbus in 1502, is scenically one of the most beautiful islands in the West Indies. A picture of one of the island's famous twin rocks "The Pitons" appeared on the cover of the February issue of *The Crownsnest*. — (QB-2788)

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This they may do by sending an order to the Naval Secretary, Naval Headquarters, Ottawa, attention Photographic Section, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

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The Cover: The Wrens attached to the Joint Maritime Warfare School in Halifax might suspect that strategy and tactics were purely theoretical subjects if they were not allowed occasional glimpses of modern weapons. Wrens Doris L. Morrison, Helen R. Ward and Penelope M. Fotheringham are pictured following a helicopter familiarization flight in a Sikorsky. (DNS-14960)



RCN NEWS REVIEW

Icebound in Pictou harbour by a laggard spring, the Wallaceburg was towed to the open sea by the Labrador, which was recalled from a mission to Greenland to rescue a fleet of Norwegian sealing vessels after the sealers freed themselves from pack ice. (LAB-1513)

Cairn to Recall King's Colour Gift

His Excellency the Governor General will unveil a cairn in Beacon Hill Park, Victoria, on July 21 to commemorate the presentation of the King's Colour to the Royal Canadian Navy by His Majesty King George VI on May 30, 1939.

A special enclosure will be set apart from which personnel who took part in the ceremony 17 years ago may watch the commemoration.

An invitation has been extended to all naval personnel, retired or serving, who took part in the Presentation Ceremony and who wish to attend the unveiling of the cairn, to send their names, addresses and details of the duty performed to the Officer-in-Charge, Gunnery Training Centre, HMCS *Naden*, at an early date so that the necessary space may be provided.

Ships Join in NATO Exercise

Six Canadian warships and three Halifax-based submarines of the Royal Navy were among the naval and air units of three nations which took part in a six-day NATO anti-submarine exercise which began May 1.

The combined exercise, designated New Broom V, provided training in anti-submarine warfare and hunter-killer operations for forces of the United Kingdom, operating jointly under NATO command.

RCN ships were the aircraft carrier *Magnificent*, and her aircraft, and the

destroyer escorts *Algonquin*, *Huron*, *Haida*, *Micmac* and *Iroquois*. The RN submarines were *Astute*, *Ambush* and *Alderney*, forming the Sixth Submarine Squadron, based at Halifax under the operational control of the RCN's Atlantic Command.

Simulating wartime conditions, New Broom V began with a NATO merchant ship convoy sailing from Norfolk to Gibraltar. While en route to Gibraltar, the convoy came under individual and co-ordinated attacks by "enemy" submarines, which sought to destroy the ships, thus preventing vital cargo from reaching its destination.

The raiding submarines in turn were subjected to attack by Canadian and U.S. hunter-killer groups and shore-based anti-submarine patrol aircraft and blimps. Two convoys were simulated on the return trip to Norfolk and steamed separately while enemy submarines sought them out.

Overall control and guidance for New Broom V was exercised by Ad-

miral Jerauld Wright, USN, in his capacity of Commander-in-Chief Western Atlantic Area, with headquarters in Norfolk.

Vice-Admiral A. D. Struble, USN, Commander U.S. Atlantic Sub-Area, located in New York City, exercised operational control of the forces and was in charge of the "Blue" or friendly forces while they were in the area under his operational control. Rear-Admiral W. K. Goodney, USN, Commander Ocean Sub-Area, Western Atlantic, commanded the Blue forces later in the exercises when they sailed into the area under his command.

Captain C. M. Henderson, USN, was in charge of the "Orange" or enemy forces, operating out of New London, Conn. These forces included U.S. and U.K. submarines.

The convoys were made up of U.S. Amphibious Force ships protected by Canadian and American aircraft carriers and destroyer escorts. The anti-submarine units were augmented by two RN destroyers assigned to the exercise by Vice-Admiral J. W. M. Eaton, RN, Commander-in-Chief, America and West Indies Station.

Shore-based air units included aircraft of the Royal Canadian Air Force Maritime Air Command which flew from Norfolk, an airship (blimp) squadron from Weeksville, N.C., and a U.S. Navy patrol squadron flying from Bermuda.

New Patrol Craft Goes Down Ways

The wife of a civil servant closely associated for many years with the de-

Admiral Jones Shield Awarded

The Admiral Jones Shield for 1955 has been awarded to CPO George S. Roscoe, *Stadacona*, for his perseverance in advancing the interests and respect of the service among members of his community.

CPO Roscoe, formerly of Kentville, N.S., now resides at Wellington, Halifax County.

The Admiral Jones Shield is awarded annually to the man who contributes most in conduct, sportmanship and character in *Stadacona*.

velopment and building of small craft for the Royal Canadian Navy, Mrs. Richard Pearson, sponsored the *Blue Heron*, the second of the new Bird Class inner patrol vessels to be launched.

The vessel was launched at the Hunter Boat Works, Orillia, Ont., on May 7. The sponsor's husband, R. (Dickie) Pearson, has served the Navy as a civil servant for 36 years and is a naval veteran of the First World War. He is Director of Personnel Requirements (Technical Services) at Naval Headquarters, Ottawa.

Two other inner patrol vessels are under construction in Ontario shipyards. The first of the class, HMCS *Loon*, was commissioned last fall in Toronto and is now employed on seaward defence duties in Halifax. These craft, of 65 tons, are 92 feet in length with a beam of 17 feet. Primarily of wood and aluminum construction, they have a complement of two officers and 19 men.

Sweep Exercise Held off Halifax

The Halifax area was the scene in early May of the first NATO mine-sweeping exercise ever held in the western Atlantic.

Participating in the exercises "Sweep Clear One" were 18 ships of the United States and Canadian navies. Five of the ships were Canadian; four members of the First Canadian Minesweeping Squadron, and the *Quinte*, the tender to *Scotian*, Halifax naval division.

Ships of the minesweeping squadron are the *Gaspe*, *Trinity*, *Ungava* and *Resolute*.

In addition to the NATO exercise, there were exercises on a national level before and after Sweep Clear One.

U.S. Navy ships taking part were USS *Bamberg*, landing ship tank; USS *Waxsaw*, netlaying ship; U.S. Ships *Reedbird*, *Ruff*, *Siskin*, *Meadowlark*, *Robin* and *Redpoll*, coastal minesweepers, and U.S. Ships *Avenge*, *Fearless*, *Fidelity*, *Valor* and *Exultant*, ocean minesweepers.

The exercises were conducted from Halifax by Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast and NATO commander of the Canadian Atlantic Sub-Area.

Transfer of Ships To Norway Completed

The transfer on loan to Norway of three modernized Royal Canadian Navy frigates was completed April 24 with the christening and commissioning at HMC Dockyard, Halifax, of KNM *Troll* (ex-HMCS *Prestonian*).



An unexpected and much appreciated honour was bestowed on the training cruiser *Quebec* during the ship's visit to Vera Cruz, Mexico, when the commanding officer, Captain Desmond W. Piers, was invited to Los Pinos, the presidential residence, to receive the personal welcome of the President of the Republic, Don Adolfo Ruiz Cortines. Shown, left to right, are the Canadian Ambassador to Mexico, Douglas Seaman Cole, President Cortines and Captain Piers.

The former Canadian warship was christened by Mrs. S. V. Storheill, wife of the Norwegian Naval Attaché at Washington, D.C. The *Troll* sailed for the Horten, Norway, under the command of Commander R. Frighagen, RNN, May 2.

The other two ships KNM *Draug* (ex-HMCS *Penetang*) and KNM *Garm* (ex-HMCS *Toronto*) are already serving in Norway.

On departure, the *Troll* sent messages of thanks to RCN authorities for the assistance extended in preparing the three frigates for transfer and for the services rendered Norwegian personnel during their stay in Halifax.

St. Laurent Escort For Royal Yacht

The *St. Laurent* will be a part of the naval escort sailing with HM Yacht *Britannia* when Her Majesty the Queen and HRH the Duke of Edinburgh visit Sweden in June.

The *St. Laurent* will be one of three warships forming the escort. The other two, both of the Royal Navy, will be HM Ships *Defender* and *Delight*, of the *Daring* class.

HM Yacht *Britannia* will sail from Middlesborough and the escort will proceed from Portsmouth to rendezvous with her. The Trinity House Yacht *Patricia* will act as an escort in pilot-

age waters when the *Britannia* leaves the United Kingdom.

Later in the month, Her Majesty will return to the United Kingdom by air and the warships will then be positioned along the route of the royal aircraft.

The *St. Laurent*, which returned to Halifax April 21 on completion of evaluation trials out of Key West, Fla., and a visit to Washington, D.C., sailed from her East Coast base May 5 for the United Kingdom. She called at Londonderry; Northern Ireland, to carry out joint exercises with ships of the RN. On completion, the *St. Laurent* was to go to Portsmouth from where she will sail with the *Defender* and *Delight* to take up royal escort duties.

On returning from Sweden, the *St. Laurent* will visit London, where she will be open to the public to give Londoners the opportunity of seeing the new, Canadian-designed vessel, considered the most modern anti-submarine ship afloat.

She is scheduled to arrive back in Halifax July 5.

Labrador Frees Coastal Escort

Although a mission to Greenland to rescue nine Norwegian sealing vessels trapped in ice offshore was cut short when the sealers reached clear water

before she got there, HMCS *Labrador* still managed to put her ice-breaking role to good use.

News that the Norwegians were out of difficulty reached the *Labrador* as she was plowing her way through a 50-mile-an-hour gale northeast of Newfoundland, but she was able to turn southward on a new mission. The coastal escort HMCS *Wallaceburg* was icebound in Pictou Harbor following completion of a winter refit.

The *Labrador* arrived off Pictou on the morning of Friday April 13 and cut a path to open water in the vicinity of Cabot Strait for the *Wallaceburg*. Both ships returned to their Halifax base April 15.

Naturally enough, there was some disappointment arising from the fact that, when the *Labrador* was ordered north from her visit to New York City, she had been on the point of sailing on a brief voyage to the Caribbean.

White Headgear Here to Stay

On the stroke of midnight April 30, white caps and cap covers arrived to stay and will be worn summer and winter from now on by personnel of the Royal Navy and Royal Canadian Navy. Up to now white headgear has been worn in Canada and the United Kingdom only during the summer months.

During hot weather the RCN has in the past worn khaki cap covers with

khaki summer uniforms, but it has been decided that white covers shall also be worn with this type of uniform.

This decision follows on the development of uniform caps with crowns of white plastic by the Royal Navy. These can be cleaned with a damp cloth and it no longer will be necessary to launder cap covers or apply whitener to caps. Plans are to introduce similar plastic cap crowns into the RCN.

The Royal Navy has taken a leaf from the RCN's book and introduced zippered seamen's uniforms. These retain the traditional "square rig" of collar, jumper and bell-bottomed trousers, but the new coat-style jumper has a zipper front and the trousers are also zip fastened with side and hip pockets. A smoother, harder-wearing diagonal serge cloth has been chosen. Undergoing trials is a new type blue jean collar combined with waistcoat.

The zippered uniforms date back to the Royal Visit to Canada in 1951 when his Royal Highness the Duke of Edinburgh saw Canadian sailors wearing the new rig and was sufficiently interested to pass the word along to his uncle, Admiral Earl Mountbatten of Burma, who has since become the First Sea Lord.

Earl Mountbatten (then Vice-Admiral and Fourth Sea Lord) asked to see the RCN uniform and it was modelled for him in his London office by Leading Seamen (now Petty Officers) Peter W. Cowper and Robert Maddocks, who

were attached to HMCS *Niobe* in London.

It now appears that the "fashion show" was a success, for the announced changes in the RN "square rig" parallel those made by the RCN five years ago.

New Pay Rates Announced

Pay scales for all ranks in the three armed services have been revised upward, effective April 1, with special emphasis placed on improving the incomes of men in the forces as their service increases.

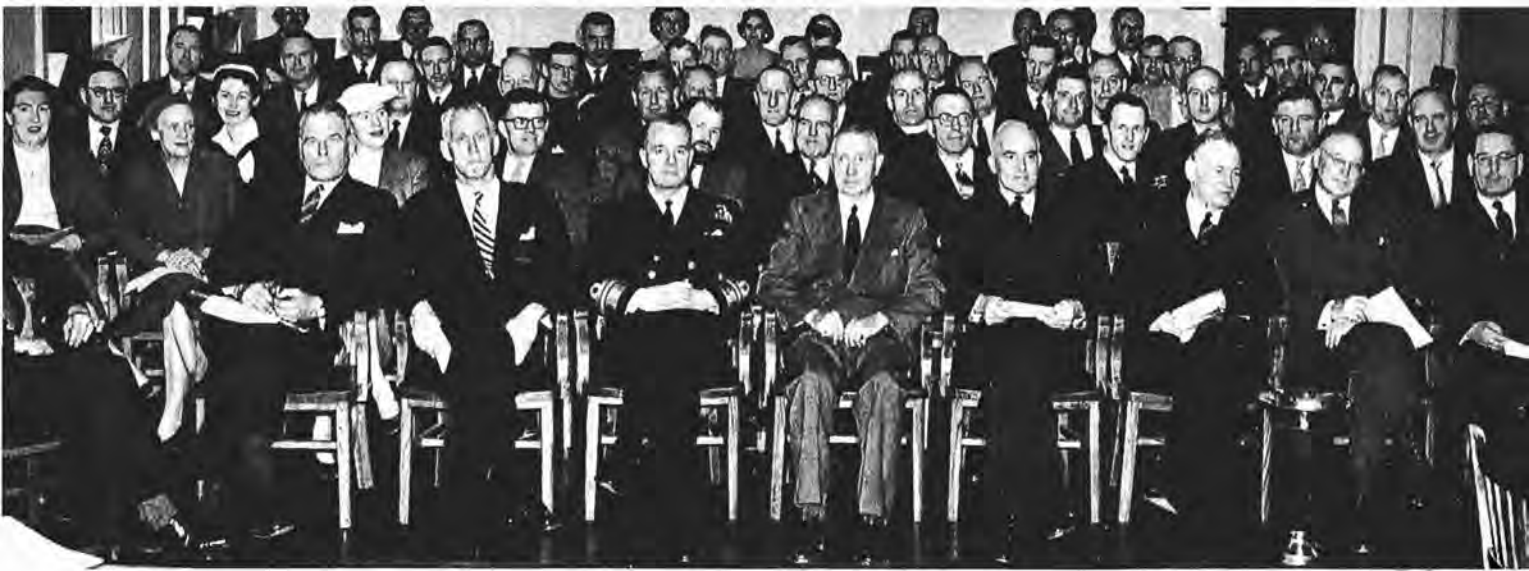
A thorough study was made of wages and salaries paid by private employers and the federal government in 1946 which led to pay scales for the armed forces being set at a level adequate to attract and retain competent men in the services. Since then pay scales have been reviewed periodically and revised upward in line with the civil service and private employment standards.

Under the revised pay schedule, the pay of an able seaman with three years' service will be increased by \$264 a year and, with six years' service, by \$336 a year. Progressive pay will be given to leading seamen and above after nine years' service. Similar adjustments have been made in officers' pay.

RANKS	Annual Increase
Ordinary Seaman of the Regular Force under 17 Years of age	\$ 48
Ordinary Seaman, Basic rate	\$ 96
Ordinary Seaman, Trained	\$120
Able Seaman	\$144
With 3 years' progressive pay	\$264
With 6 years' progressive pay	\$336
Leading Seaman	
Basic rate	\$336
With 3 years' progressive pay	\$336
With 6 years' progressive pay	\$336
With 9 years' progressive pay	\$372
Petty Officer	
2nd Class	
With 3 years' progressive pay	\$336
With 6 years' progressive pay	\$336
With 9 years' progressive pay	\$396
Petty Officer	
1st Class	
Basic rate	\$336
With 3 years' progressive pay	\$336
With 6 years' progressive pay	\$336
With 9 years' progressive pay	\$396
Chief Petty Officer 2nd Class	
Basic rate	\$336
With 3 years' progressive pay	\$336
With 6 years' progressive pay	\$336
With 9 years' progressive pay	\$396
Chief Petty Officer 1st Class	
Basic rate	\$336
With 3 years' progressive pay	\$336
With 6 years' progressive pay	\$336
With 9 years' progressive pay	\$396



A snip of the scissors and a mechanical arm shatters a bottle of champagne against the stem of the destroyer escort *Margaree* on March 20 at Halifax shipyards. The sponsor of the new ship, the 10th destroyer escort to be launched in the current RCN shipbuilding program, was Mrs. R. E. S. Bidwell, wife of Rear-Admiral Bidwell, Flag Officer Atlantic Coast. (HS-41352)



The Royal Canadian Naval Benevolent Fund lost one president, Engineer Rear-Admiral G. L. Stephens, at the 11th annual meeting in April and gained another in the person of Vice-Admiral H. T. Grant, former Chief of the Naval Staff. In the accompanying photograph Admiral Stephens is to the right (picture wide) of Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, and Admiral Grant is beside Admiral Stephens. At the far left is Lt.-Cdr. (S) Harry McClymont, general secretary of the organization. (O-8649)

ADMIRAL GRANT NEW PRESIDENT OF FUND

Changes Announced at Annual Meeting of Organization

PRESIDENT of the Royal Canadian Naval Benevolent Fund for the past eight years, Engineer Rear-Admiral G. L. Stephens, RCN (Ret'd), has stepped down, due to pressure of personal affairs, and Vice-Admiral H. T. W. Grant, RCN (Ret'd), former Chief of the Naval Staff, has been elected in his place.

The changes were announced at the 11th annual general meeting of the Benevolent Fund on April 9 at Naval Headquarters in Ottawa.

"I have enjoyed every minute of it," said Admiral Stephens of his years of

service with the Fund, "and have greatly appreciated the honour you have conferred upon me." He added that he had reached the decision not to allow his name to stand for re-election "with great reluctance", but that he felt justified in that, not only was the Fund in sound position, but there were others, fully qualified and willing to serve, who should be accorded the honour.

"I want to assure you all that I am not losing one iota of interest in the Fund and will continue to serve it to the best of my ability other than as president.

"I want to take this opportunity of thanking personally and most sincerely all who have worked with me and given so generously of their time in the Fund. I particularly want to mention the members of the executive committee, the claims committee, the general secretary and the treasurer for their unselfish work and the great support they have given me.

"I believe in this Fund, its necessity, its usefulness and its humanity."

Earlier in his report, Admiral Stephens had outlined the work of the Benevolent Fund during 1955.

Although applications for assistance totalled 809 in 1955 as compared with 948 in 1954, the total grants last year reached \$81,659.87 as compared with \$77,950.56 in 1954. On the other hand the total advanced in loans in 1955 was \$59,810.08 as compared with \$103,277.46 in 1954.

The increase in grants and reduction in loans were the outgrowth of a change in policy whereby loans were limited to an amount which it was felt could be repaid without distress in 18 months, while a more lenient view was taken in grant procedure.

"This action was based on experience and considered to be in accordance with the policy of the Fund and in the best interests of those needing assistance from it," Admiral Stephens said.

The audited statement of the Fund's financial position ending December 31, 1955, was presented at the meeting and

VICE-ADMIRAL H. T. W. GRANT
New president



ENGINEER REAR-ADMIRAL G. L. STEPHENS
Retires



showed the invested capital of the Fund at par as of that date was \$2,610,000, yielding yearly dividends of \$77,775. The credit balance showed an increase of \$35,759.59, largely accounted for by the receipt of \$30,162.46 under the Canada Prize Act.

Admiral Stephens said he regretted to report that the donations of \$28,496.17 were \$5,337.59 below those received in 1954. Donations came from the following:

RCN	\$26,119.92
Naval Divisions ...	1,714.00
Other Sources	662.25

Of the RCN donations, \$11,602 came from personal monthly assignments.

Since the last annual meeting, he said, the fund had suffered the loss by death of two of its most outstanding members, Cdr. A. C. Bethune, of Ottawa and Lt.-Cdr. G. C. De Wolfe of Halifax, both retired officers of the RCN(R). Cdr. Bethune was a charter member of the Fund and a past president and up to the time of his death had given of his best to the Fund's work and contributed in no small measure to its financial success and usefulness.

Mr. De Wolfe, a director and chairman of the Eastern Claims Committee, had served the Fund most devotedly and efficiently and his passing was a great loss, Admiral Stephens said. "His sound advice, guidance and interest in the welfare of those needing the Fund's assistance will be greatly missed."

"In addition to the loss of these two members of the Fund," he continued, "we have all been greatly saddened and shocked at the sudden death of Paul A. Fecteau, secretary of the Western Claims Committee (in Victoria).

"Mr. Fecteau was loved and respected by all who knew him and his great work for the Fund. He had a gentle manner and kindness in handling personnel, and his interest in the welfare of all serving people and former mem-

THE ROYAL CANADIAN NAVAL BENEVOLENT FUND INC.

Financial Position of the Fund as at December 31, 1955

Balance at at January 1, 1955		\$2,671,398.68
<i>During 1955 the Fund was increased by:</i>		
Prize Money	\$30,162.46	
Profit on sale of Bonds	75.00	
Sundry Donations	28,496.17	
Bank Interest	506.87	
Bond Interest and amortization of discounts and premiums	82,188.84	
Payments on loans previously written off to Reserve for Uncollectable Loans	29.80	
		141,459.14
		<u>\$2,812,857.82</u>

And decreased by:

Grants		\$81,659.87
Administrative Expenses:		
Salaries	\$14,570.00	
Travelling	1,157.45	
Provisions for doubtful loans	5,525.78	
Office Equipment	289.45	
Office Supplies	800.58	
Civilian employees' pension plan employers' contribution	552.72	
Postage	345.01	
Telephone and Telegraph	443.70	
Bank Charges	92.95	
Fidelity Bond	84.84	
Fire Insurance	4.50	
Miscellaneous	172.80	
		24,039.78
		<u>105,699.65</u>
Balance as at December 31, 1955		<u>\$2,707,158.17</u>

Analysis of Loans Receivable Account December 31, 1955

Balance as at January 1, 1955		\$115,648.76
Loans made during the year		59,810.08
		<u>\$175,458.84</u>
Deduct:		
Amount received in payment of loans	\$69,223.94	
Loans converted to grants	4,628.62	
Uncollectible loans written off to Reserve.	18,571.28	92,423.84
		<u>\$83,035.00</u>
Balance as at December 31, 1955		

Fund Deals With 809 Applications

Last year the Royal Canadian Naval Benevolent Fund received and dealt with 809 applications for assistance and extended grants or loans to 648 applicants. The grants totalled \$89,412.62 and the loans \$56,350.10.

This financial assistance went to 417 former members of the naval service and 182 serving applicants. Forty-eight dependents were also aided.

In other cases applicants or persons inquiring concerning assistance were referred to social agencies or other organizations which co-operate with the Fund by providing counselling services or advising applicants of assistance available from other sources.

bers of the naval forces was well known. His death is a great loss to the community, the Navy and the Fund."

During the election of officers Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, was named honorary president, succeeding Vice-Admiral E. R. Mainguy, who is on retirement leave.

Vice-presidents are Captain R. P. White, commanding officer of HMCS Carleton, Ottawa; CPO R. C. Crawford, Pelly, Sask., and Halifax; Lieut. (W) A. I. McPhee, RCN(R) (Ret'd), Ottawa, and Captain (SB) A. W. Baker, RCN(R) (Ret'd), Beaverton, Ont.

Captain C. E. Waterhouse, superintendent of pilots, Halifax, was elected

a director to replace the late G. C. De Wolfe. Other directors are:

Lt.-Cdr.-at-Arms Wilfred Pember, Victoria, Captain (S) T. F. T. Morland, Halifax; Commodore Paul Earl, Montreal; A. B. Coulter, Ottawa; ex-CPO Griffith Jones, Victoria; CPO D. H. Nelson, Hamilton and Victoria; Lieut. Willard MacKenzie, RCN(R) (Ret'd), Halifax; Captain (S) Joseph Jeffrey, RCN(R) (Ret'd), London, Ont.; Rear-Admiral H. S. Rayner, Chief of Naval Personnel; Captain Barry German, RCN (Ret'd), Ottawa, and R. C. Stevenson, Montreal.

Lt.-Cdr. (S) Harry McClymont, of Ottawa, was returned as general secretary and G. Arthur Ball as treasurer.



There, after an initial checkout in the F3D-2 Skynight, they learned the principles of airborne radar interception, which is to be the main task of the squadron. Most of this training took place at night leaving the days free to enjoy such local sports as deep sea fishing, swimming and water skiing.

Upon completion of the course the pilots moved to the United States Naval Air Station at Cecil Field, near Jacksonville, Florida, to gain an insight into the maintenance side of the Banshee. This phase was accomplished by studying aircraft mock-ups, flight simulators and discussions with their opposite numbers in the USN.

A short while before the aircrew went to the United States for training some 28 ground personnel underwent instruction in various USN establishments and maintenance units, in order to become fully qualified in Banshee maintenance. This group was under the direction of Lieut. (E) (AE) G. M. Cummings, of Ottawa, and remained in the United States for some five months, at the end of this time returning to Shearwater, proceeding on leave and preparing for the formation of the squadron.

The personnel actually went to various USN Banshee squadrons to assist them in their maintenance and to gain first-hand information in the problems involved. They made an excellent showing and the Americans were quite impressed with the high calibre of work, proven by the much higher than average serviceability figures for their aircraft.

After the official date of the squadron reformation everyone became quite busy preparing the hangar for the aircraft, due to arrive from Quonset Point, Rhode Island, some time during the

Now becoming a familiar sight over Nova Scotia skies is the shape of the Banshee all-weather jet fighter. Training is progressing toward the day the twin-engined aircraft will be borne in the new carrier Bonaventure, to be commissioned late this year. (DNS-15332)

870 SQUADRON FLIES THE NEW BANSHEES

A LITTLE over ten years ago, in 1945, the Royal Canadian Navy saw the formation of its first air squadron, Number 803, at that time a fighter squadron flying Seafire aircraft, the naval version of the famous Spitfire. Since that time the Squadron has been re-numbered 870 and assumed the new American prefix of VF, of which the V stands for heavier than air, and the F for fighter.

VF 870 was paid off in 1954 and for a year and a half remained inactive. On November 1, 1955, the squadron reformed with the McDonnell F2H-3 All-Weather Banshee fighter, under the command of Lt.-Cdr. R. H. Falls. It is interesting to note that Lt.-Cdr. Falls was a sub-lieutenant and the junior pilot in the original squadron which formed in 1945.

The personnel of VF 870 prepared for their new tasks for some six months previous to the forming of the squadron, and so, on the reformation date most of the faces in the squadron were not new to the others by any means, and the new squadron had already picked out its comedians, its leaders, and the people who would do so much to make the squadron what it is today.

For several months before the reformation both pilots and ground personnel underwent extensive training with the USN. The pilots, from squadron, executive and training appointments, first met at the Fleet All-Weather Training Unit at Key West, Florida.



middle of November. Near the middle of the month the first two planes arrived from the U.S., piloted by Lt.-Cdr. Falls and Sub-Lt. W. S. Sloan. These first aircraft were turned over to the Fairey Aviation Company of Canada and were painted in Canadian colours. After the first two arrived, the rest came very quickly and by the middle of December the squadron had her full complement of eight aircraft, painted in Canadian colours.

Since then the pilots have been familiarizing themselves with the aircraft and the squadron as a whole has

been preparing for the full scale work-up program in March, April and May. Some of the squadron pilots also took time off to take the Instrument Rating course with the All-Weather Flight, VT 40, as an instrument rating is necessary in an all-weather squadron.

The main task of VF 870, as mentioned before, is all-weather interception of high-altitude aircraft and this will be the top item in the training program, but there will also be such other things as rocketing, bombing reconnaissance, Army co-operation exercises, navigation and general flight drill.

- - AND VT 40 GIVES TRAINING IN JETS

BASED AT SHEARWATER, VT (for Training) 40 is the air squadron which handles advanced and refresher pilot training in the Royal Canadian Navy. Three flights make up the squadron, the All-Weather Flight, the Advanced Training Flight and the Jet Flight; each with its own type of aircraft.

The All-Weather Flight is the Navy's instrument flying school. Here a budding pilot receives concentrated instruction and practice in navigating an aircraft without visual reference to the ground and, on reaching his destination, in bringing his aircraft down through the clouds, safely to the deck. To the successful candidate goes the highly prized "Green Ticket", a mark of his ability in this field.

The flying portion of the course is carried out in the Beechcraft "Expeditor", a twin-engined aircraft, well suited to this role. To date over 50 per cent of the RCN's pilots have successfully passed the "Green Ticket" course, but with the Navy's steady expansion, the need for refresher courses for pilots completing non-flying appointments and the necessity for standardization of all-weather procedures, the All-Weather Flight looks forward to a long and busy life.

In the Advanced Training Flight, pilots learn the intricacies of the Avenger or Sea Fury aircraft, before taking up appointments with regular anti-submarine or fighter squadrons. The Advanced Training Flight also provides aircraft and instructors to pilots on non-flying appointments, e.g., JOTLC, staff of the Flag Officer Atlantic Coast and Naval Headquarters and in HMC Ships, so they can "keep their hand in"—refresh and maintain their skill at piloting an aeroplane. The flight also handles pilots of the Royal Canadian Navy (Reserve) who can spend their

vacation becoming competent in flying the Avenger, which all Reserve Squadrons will have in the near future. The Advanced Training Flight has for these purposes Harvards, Avengers and Sea Fury aircraft.

The Jet Flight is concerned with the origination, development and standardization of jet aircraft procedures at the Dartmouth aerodrome, in anticipation of the day when the air will be filled with the "tiger roar" of squadrons of jet aircraft operating from the field. The T-33 "Silver Star" is in use at present, and since it is a two-seater aircraft many of the station personnel are having familiarization rides in the "T-Bird". Another role of the Jet Flight is that of providing dual instrument training for pilots of the Banshee squadrons.

The principal role of the squadron is training, but several times each year the squadron goes "operational" and carries out tactical exercises with the Army or with HMC Ships. At such times, the Harvard becomes a priceless item of equipment with its ability to get in and out of tight spots for observation or gunnery spotting. The Expeditor becomes a long range observation platform, able to cover a wide area for many hours at a time without relief, while the Avenger, Sea Fury and T-33 deliver the actual "punch".

Though much has been said of the squadron's aim, no body of men works well without "team spirit". VT 40 does not have the best environment for building such spirit, as the hours are often long and often those who fly the aircraft are not regular squadron pilots, but VT 40 personnel have that extra "something" which keeps their spirits up no matter what the hour or the job.

Servicing and maintenance being carried out by the squadron itself, the task of keeping the aircraft "in the air" is

easily five times more difficult than for a squadron operating a single type of aircraft. A further look at the air station sports roster will show that VT 40 has teams or players in every league or representative team, another indication of *esprit de corps*.

Apart from its workaday activities there is ample opportunity in VT 40 for air familiarization for those who do not understand the full value of the aircraft as a weapon platform, both defensively and offensively.

SOLAR EXPLOSION STARTS ALL-OUT SEARCH FOR SUB

Something which happened 93 million miles away resulted in the Royal Navy launching "SUBMISS" and, an hour later, "SUBSUNK" procedures on February 24.

The usual radio check signal from HMS/M *Acheron*, carrying out Arctic trials in the Denmark Strait off the east coast of Greenland, failed to come through at the pre-arranged time.

It was known that radio transmission conditions were poor, but no chances were taken. Ships and aircraft were alerted and, two hours after "SUBSUNK" steps had been ordered, the fishery protection vessel HMS *Coquette*, at Reykjavik, Iceland, reported she had heard signals which she believed to be from the *Acheron*, but she had been unable to raise a reply from the submarine. Shortly afterward, however, the "check" signal was heard and the search was called off.

The Royal Greenwich Observatory reported that an explosion had occurred February 23 on the sun, resulting in a large increase in cosmic ray intensity for about two hours. The intensity, in fact, was more than doubled. Since measurements began in 1930, the largest recorded previous outburst of cosmic ray energy from the sun in 1949 brought about an increase in intensity of about 40 per cent.

As is usually expected when the sun goes into a tantrum of this kind, a major radio fadeout occurred and this, so to speak, resulted in the *Acheron* being lost in an electronic fog. No RCN ships were in the area and, accordingly, no Canadian warships were asked to assist in the search.

The Royal Greenwich Observatory, however, was quite happy about the whole business and noted:

"These outbursts assist greatly in the investigations of solar phenomena and in the inquiries into the region of cosmic radiation."

OFFICERS AND MEN

Quebec Rolls Up Huge Mileage

When HMCS *Quebec* returned to Halifax April 26 to go into reserve after more than three years in her latest commission she had accumulated an impressive total of miles steamed to an impressive number of ports of the world. Since commissioning in February 1952 she had steamed 152,196 miles.

Her most recent cruise had taken her to many ports in the Caribbean. One of her last ports of call was historic Kingston, Jamaica. Flying the flag of Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, the *Quebec* arrived there April 11 with the *Crusader* in company for a week-long visit.

Immediately on arrival, Rear-Admiral Bidwell received official calls from the Canadian Trade Commissioner, H. E. Campbell, and Brigadier R. C. S. Hall, Commander Caribbean Area. The Admiral, accompanied by Captain D. W.

Piers, commanding officer of the *Quebec*, and Cdr. L. B. Jenson, commanding officer of the *Crusader*, then made official calls on the Governor, Sir Hugh Foot, at King's House; on Brigadier Hall and on the Mayor of Kingston. A precision guard of honour was paraded and inspected by Rear-Admiral Bidwell, and the Jamaica Military Band, in colourful traditional dress, provided martial music at the various ceremonies.

During the stay in Kingston, officers and men were entertained royally by the residents of Jamaica, who showed great interest in the visit of the two Canadian ships. Tours of industrial plants and sugar mills, sightseeing trips to many of the historical sights of the island, excursions to the beaches and pools in the Kingston area and on the north coast were all arranged. Many of the local people entertained the men in their private homes to round out a varied and interesting program.

The Victoria League held a dance for the ships' companies at the Women's

Club, where the orchestra from the *Quebec* assisted in providing music. Ten local theatres opened their doors free to men in uniform during the visit.

A half-hour program played by the ship's band over Radio Jamaica proved a popular feature, hundreds of congratulatory letters, telephone calls and personal comments being received at the studio.

Despite the heavy schedule of social and recreational activities, the ships maintained their training programs. On board the *Quebec*, midshipmen (air) prepared for their final seamanship exams and 12 candidates in a petty officer qualifying course began examinations, as did 15 ordinary seamen trying for promotion.

The two ships sailed April 18 and, on April 20, the *Crusader* detached and proceeded to Halifax. The *Quebec* called at Hamilton, Bermuda, for a three-day informal visit before proceeding to Halifax.

Navy Second in Essay Contest

A Canadian Army sergeant, a Royal Canadian Navy chief petty officer and a Royal Canadian Air Force sergeant received prizes in Ottawa on May 2 from the Hon. Ralph Campney, Minister of National Defence, for their work submitted in the department's Bureau of Current Affairs essay contest for 1956. The essay topic was "Why I Serve in the Canadian Armed Forces".

Following the presentation in the minister's office in the House of Commons, the winners were guests at lunch at the Parliamentary restaurant.

The winner of \$100 first prize was Sgt. Bernard Carrier, of No. 1 Locating Battery, Royal Canadian Artillery, Camp Shilo, Man. and Toronto. Last year Sgt. Carrier was awarded a high commendation in the contest.

CPO H. R. (Bill) Percy, *Naden*, 1955 winner, was among those receiving high commendation this year.

Second prize of \$50 went to CPO Gerald A. Dawes, of *Naden*.

Third prize of \$25 was won by Sgt. John Bachusky, of the RCAF Station, St. Hubert, Que.

As well as their cash awards, the winners received a copy of Joseph Schull's "The Far Distant Ships". Seven



Lt.-Cdr. (P) R. S. Harris (right), Staff Officer (Air) at Tecumseh, the Calgary naval division, received this year's Safe Flying Award on behalf of the RCN Reserve Air Squadron VC 924 from Capt. F. B. Caldwell, Chief of Staff to the Flag Officer Naval Divisions. This is the second year of the Award which was originated by Rear-Admiral K. F. Adams, CD, RCN, in the interests of safe flying practices of the five air squadrons in the Reserve Naval Command. Commander George Whynot RCN(R) (centre), commanding officer of Tecumseh was on hand for the presentation which took place during the ship's annual inspection. (Matthews Photo Lab., Calgary.)

runners-up will each receive a letter from Mr. Campney and a copy of the book, which is the operational history of the RCN in the Second World War.

On hand to watch the presentation were the directors of training for the three services, who assisted the Bureau of Current Affairs in selecting the winning essays. They were Captain J. C. O'Brien, Director of Naval Training; and Group Captain F. C. Carling-Kelly, Director of Ground Training, RCAF. Also present was Harry R. Low, Director of the Bureau of Current Affairs.

The seven runners-up are: PO Kenneth W. Childs, HMCS *Stadacona*; Sgt. L. B. Edwards, Army Headquarters; Pte. C. Filoni, Headquarters Eastern Quebec Area; Cpl. J. L. Labrecque, St. Camille, Bellechasse Co., Que.; CPO Herbert R. Percy, HMCS *Naden*; Cfn. T. Preston, 202 Base Workshop, RCEME, Montreal; Cpl. J. C. Ratcliffe, Canadian Army Liaison Establishment, London, England.

Ontario Presents

Sunset Ceremony

With faultless precision, the Ceremonial Guard and Band from the *Ontario* performed the Sunset Ceremony while at San Juan, Puerto Rico.

The impressive ceremony, performed on the jetty alongside the *Ontario*, under spotlights and with the American flag flying alongside the White Ensign, brought nothing but the highest praise from the high-ranking American officers, diplomatic, government and civil dignitaries who watched it from the quarter-deck of the *Ontario*, during an official reception which they were attending.

For many of the spectators it was the first time they had witnessed the Sun-

Mayor Parts With Cherished Secret

To the avid fisherman a favourite fishing spot is something to be jealously guarded and kept from the covetous eyes of others who wield the rod and reel. Perhaps a few highly-trusted friends might be allowed in on the secret but certainly never strangers.

His Worship, Mayor Leonard A. Kitz, of Halifax, newly-elected chairman of the recently formed Community and Services Committee in Halifax, however, has indicated that he is ready and willing to make the "supreme sacrifice", in the interests of better kinship with the city's servicemen, and take a pair of them to his "private" fishing hole.

Mayor Kitz, no mean fisherman himself, was concurring with an idea of the committee that there might be hundreds of Haligonians about to head for their favourite fishing haunt, when the season opened in May, who would like to take a serviceman along.



The Cape Breton choir was organized in February by A/Lieut. S. L. Morse and CPO C. R. Thomas. The choir is seen presenting its first anthem in the new chapel on board the Cape Breton. This is the first time that a choir has been formed in the training ship, and the apprentices have shown a keen interest in it. (HS-4433)

set Ceremony and, on all sides, there was nothing but the highest admiration expressed for the precision with which it was performed by the ship's personnel.

As the guard and band moved off at the conclusion of the ceremony, there was spontaneous and prolonged applause.

A similar reception was accorded the guard and band when they performed the Sunset Ceremony at the Memorial Grounds in St. John, Antigua, during their visit there.

Mess Donates Wheelchair

The Chief and POs' mess at *Unicorn*, the Saskatoon naval division, has presented a wheelchair to the Saskatoon branch of the Council for Crippled Children and Adults.

The presentation was made early in April by CPO Lloyd Reid, mess president, and PO Charlie Griffith, vice-president. The wheelchair was received on behalf of the Council by Fred Hills, president of the Saskatoon branch.

Six Christenings On Board Quebec

Six christenings were held on board the *Quebec* during the early part of this year. They were:

Teresa Jane McGown, daughter of Instr. Lt.-Cdr. and Mrs. W. F. McGown;

Kevin Fraser Keeling, son of Lt.-Cdr. and Mrs. J. P. Keeling;

Timothy MacPherson Howard, son of Cd. Off. and Mrs. Arthur Howard;

Shelley Moirin Maunsell, daughter of Surg. Lt.-Cdr. and Mrs. D. B. Maunsell;

David Marosthal Beckett, son of Lieut. and Mrs. W. M. Beckett;

Sea Cadet James Woodacre, of Belleville, Ont.

Cdr. Gilhen on Retirement Leave

Shipwright Commander Ernest J. Gilhen, OBE, CD, RCN, proceeded on retirement leave recently to close 36 years of RCN service.

He had been Principal Naval Overseer, Quebec, since the spring of 1954. Before that he had been base superintendent at Sydney, where he was responsible for setting up the "mothball fleet" of modernized frigates and coastal escorts.

The jovial officer has settled in Vancouver, on the understanding that he'll "be there in a flash" should his services be required again.

Royal Navy's Boys Become Juniors

Boys will be boys, it has long been said, but from now on in the Royal Navy they will be "Junior Ratings". Along with the change of name goes the opportunity for boys of 15 years of age

to enter, not only the seaman branch, but also the engineering and electrical branches and the Fleet Air Arm.

They will start their careers with the ranks of Junior Seaman 2nd Class, Junior Engineering Mechanic 2nd Class, Junior Electrical Mechanic 2nd Class and Junior Naval Air Mechanic 2nd Class.

Perturbed instructors have already cautiously inquired of Admiralty whether or not the change in name affects their right to cane their young proteges.

The *Admiralty News Summary* notes that an early reference to Boys occurs in an official order of 1625 setting out their pay as 7s. 6d. a month of 28 days.

"During the past half-century", the *News Summary*, goes on to say, "several Boys have reached flag rank, including Admiral Sir Philip K. Enright, KBE, CB, and Rear-Admiral J. E. H. McBeath, DSO, DSC.

"Probably the Boy Seaman best known to the public was Boy Jack Cornwall, posthumously awarded the Victorian Cross in 1916 for his gallantry in action at the Battle of Jutland when he was 16 years old.

"In the days of 'wooden walls' Boys, by virtue of their wartime station, were known as 'powder monkeys', since their task was to maintain the flow of ammunition from the holds of the ships to the gun crews," the *Admiralty News Summary* says.

In former days boys as young as 12 years of age could enter the Royal Navy. Boy seamen have not been recruited by the Royal Canadian Navy since early in the Second World War, up to which time they could enter at the age of 15, although they were not permitted to go on combat duty until they were 17.

It is still possible to enter the Royal Canadian Navy (Reserve) at the age of 16 and youths of that age are also accepted as apprentices in the regular force, but the exemption from combat duty still applies.

Admiral Defines Task of Reserve

The initial stages of a war—if it comes—will have serious results on the regular forces of the Royal Canadian Navy, Rear-Admiral Kenneth Adams, Flag Officer Naval Divisions, warned at the Toronto naval division.

Rear Admiral Adams said it would then be left to the Royal Canadian Navy Reserve to move in, and fill the gaps.

Addressing the ship's company at the annual inspection of York, Admiral Adams said it was essential that all reservists learn to be sailors first and foremost in order to meet any such emergency.

"That's the reason you are here", he said.

Since the Second World War many men and women have passed through the ranks of the reserves and received

excellent training. Many have stayed in the reserve while others have been unable to stay with the navy.

Canada has a voluntary reserve system that is working, he maintained. However, he said he was concerned about the number of reservists who take their training then fade out of the reserve picture.

Admiral Adams earlier in the evening inspected the ship from stem to stern and the 500 members of the ship's company on parade. The ship's company went through various drills for the admiral including the colorful "dress ship" exercise. This drill was carried out by the communications department.

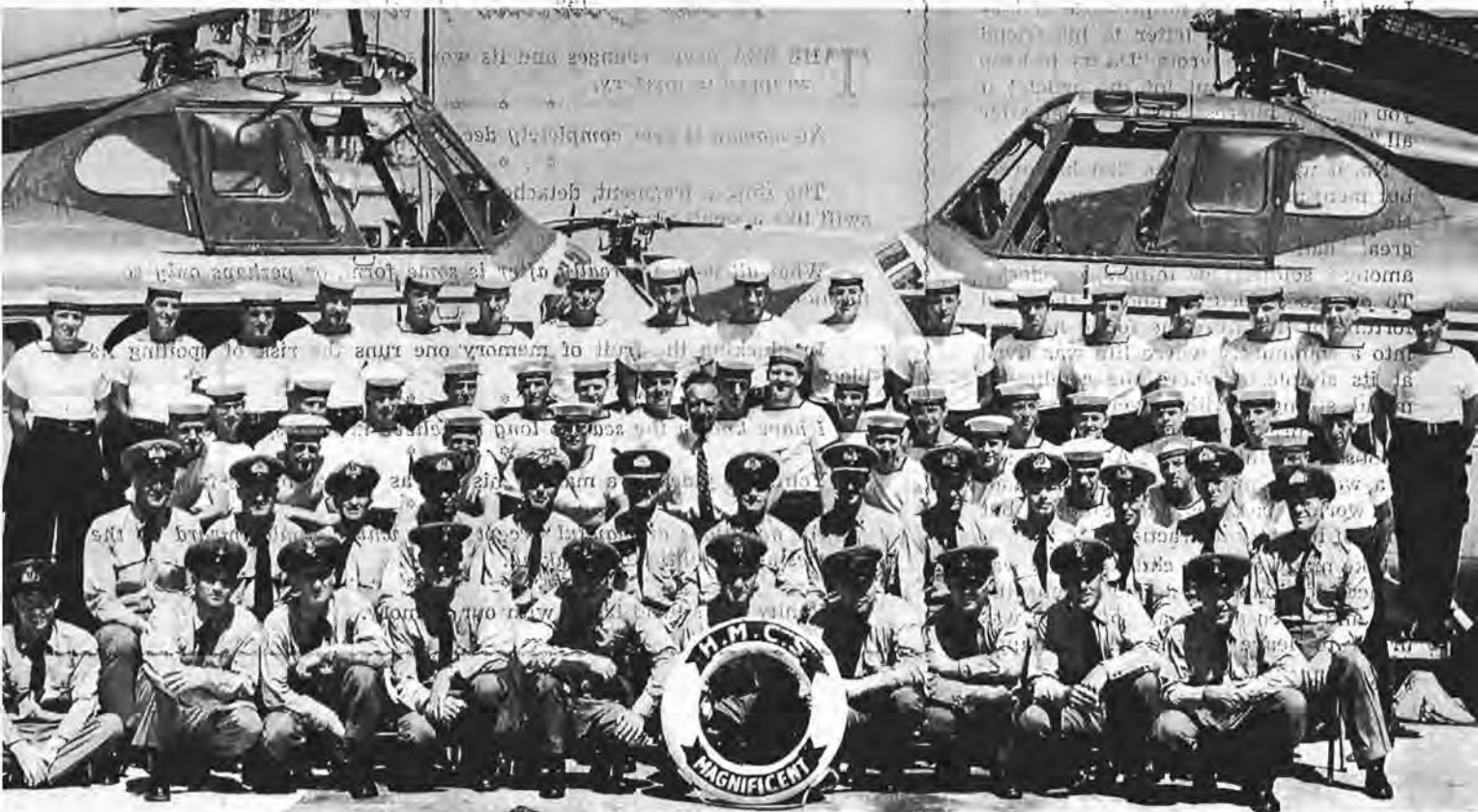
Retired Officer Dies Suddenly

Warrant Writer Officer Paul Alfred Lacteau, RCN, (Ret'd), secretary of the RCN Benevolent Fund's Western Claims Committee and only a short time before his death elected treasurer of the NOA in Victoria, died suddenly on April 4.

Born on March 30, 1898, in Quebec City, he entered the RCNVR in 1922, transferring as a writer to the regular force the next year. He was promoted to warrant rank in 1944 and pensioned four years later.

He had served on both coasts and in the pre-war *Skeena* and *St. Laurent*. He established his permanent home at Esquimalt in 1931. His wife, Dulcina, two daughters and six grandchildren survive him.

Air crew and maintenance personnel of Helicopter Squadron 50 basked in the warmth of the Caribbean sun for this picture during fleet exercises in the West Indies for which the squadron was borne in the *Magnificent*. (MAG-7124)



JOSEPH CONRAD AND THE SEA

"Hard Knocks, Sometimes Chance to Show Strength"

TRUE SAILORS have a natural and just suspicion of writers of the sea. They find it so seldom portrayed with sincerity, or interpreted with understanding, that they have lost faith. Even those who genuinely feel the "call" of the sea find only flagrant hypocrisy in the lines:

"I ne'er was on the dull, tame shore

But I loved the great sea more and more".

Love of the sea is an unprofessed love. Those who love it most exalt it least. I have yet to meet a sailor who does not mistrust the sea as much as he mistrusts its poets.

Perhaps this instinctive mistrust explains why so few sailors are familiar with the works of Joseph Conrad. Yet his books should be read and understood more fully by them than by any other section of society: not merely because he wrote of the sea (few sailors read sea stories for their own sake), but because he felt and wrote of those things which we feel but cannot adequately express.

Let me reassure you by saying that he would have been as little attracted to the title "Joseph Conrad and the Sea" as you are. He would most probably have resented the implication. "Here is another fool," he would have said, "who thinks I am a sort of Jack London". He made no pretence of loving the sea. In a letter to his friend Richard Curle he wrote "Do try to keep the damned sea out [of the article] if you can. My interests are terrestrial, after all."

No, it was not the sea that he loved, but men; and, to a lesser degree, ships. He may have written books equally great had his destiny thrown him amongst soldiers, or miners, or clerks. To our good fortune, and to the good fortune of literature, he found his way into a community where life was lived at its simplest: where the conflict of moral strength with adverse destinies could be discerned through a minimum of obscuring influences. A ship at sea is a world in miniature, harbouring all the world's passions and fatalism, but none of its petty distractions.

Like many another child, Conrad was subject to romantic dreams about the sea, and when at the age of 17 he was urged to leave Poland, the unhappy

country of his birth, it was to the great port of Marseilles that he made his way. He there began his maritime career as a gun-runner for the Spanish "Carlist" party. There, too, he made the first of those "contacts" (he was fond of that word, and he wrote nothing that was not born of experience, however small the seed) out of which grew some of the greatest tales of the age.

He gave 20 years of his life to the sea. His Spanish adventure was followed by voyages to the West Indies and to Turkey during which he read with more appetite than discrimination. Those who charge him with indolence should remember that during those years he not only studied every branch of seamanship, but mastered also two foreign languages. There can be no challenge to that word "mastery": few Englishmen can boast such mastery of their tongue.

In 1878 he saw England for the first time. From that time all his voyages, with one brief exception, were made under the Red Ensign. His experience was vast. He sailed from Australia in the famous wool clippers. He roved the Eastern waters in trading vessels of all descriptions. He knew the nearer seas in all their moods. For him, it was a

life to be borne: and if during those years he made no complaint, it was because he "thought of all those who had gone that way before and who did not grumble".

He was awarded a Master's Certificate in 1886—no evidence of laziness, surely—and soon afterwards began to scribble notes for what was to grow at last into the novel "Almayer's Folly"; a growth that took five years. The book met with little immediate success, but Conrad had sufficient confidence in his powers to abandon the sea.

"The sea gives nothing but hard knocks, and sometimes a chance to show your strength."

His experience alone, however, would be no passport to our favour. Many a man of experience had written nostalgic tripe about the sea for money. Conrad's claim to our attention is the claim of honesty. "Fidelity" was a favourite word of his, and well he knew its meaning. His was no romantic portrayal of "the fair, the fresh, the ever free". Nothing that he wrote may be called purely imaginative, but he possessed that rare insight which transcends romance. He adhered in some instances so nearly to facts that even the names of his characters were taken from life.

How Conrad Phrased It

THE SEA never changes and its works, for all the talk of men, are wrapped in mystery.

No woman is ever completely deceived.

The ship, a fragment, detached from the earth, went on lonely and swift like a small planet.

What all men are really after is some form, or perhaps only some formula, of peace.

In plucking the fruit of memory one runs the risk of spoiling its bloom.

I have known the sea too long to believe in its respect for decency.

You shall judge of a man by his foes as well as by his friends.

All ambitions are lawful except those which climb upward on the miseries or credulities of mankind.

Vanity plays lurid tricks with our memory.

END OF THE REFIT

And the Ship Comes Alive Again

GETTING UP in the early hours of morning and struggling down through pouring rain and darkness to one's ship requires a little fortitude but it is something that anyone connected with the Navy accepts as part of the job.

To arrive alongside—in this case HMCS *Digby*—and pause for a moment before climbing the 30-foot ladder to her deck as she rests on her chocks in drydock, so much out of her element and obviously still asleep, is something of an experience.

To come down into the mess and, over a steaming cup of coffee, to greet your messmates as they come aboard; to look out of a port hole and see the timbers of the slips on their way to the waters of the harbour; to feet the movement as the ship is carried to sea and comes to life as generators and air compressors are started . . . individuality, these are perhaps not deeply moving events but, collectively, they weave themselves into your experience.

The ship rubs the sleep from her eyes and becomes something other than the inanimate thing she was a short time before. Now tugs have moved her to the naval jetty. Within a couple of hours her main engines will be up to the

required starting temperature and she will be off again on another cruise.

Leaving the engineroom, I notice a large black and white setter peering over the jetty alongside. He wags his tail in a friendly way and wrinkles his nose to smile in the way that only certain dogs can. There seems to be little doubt that he, too, would like to be joining the Reserves for another of the training cruises which have been carried out by the ships of the Second Canadian Reserve Training Squadron (now the Twelfth Canadian Escort Squadron), the *Brockville* (senior ship), *Digby* and *Cordova*.

With the ship readied for a new training season, thoughts slip back easily to the activities of the previous year.

A great deal had then been accomplished by these ships on numerous cruises. Their operations helped to familiarize crews with the varying conditions of the harbours and fiords of Canada's intricate west coast, from Esquimalt to Alaska. Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast, joined the Squadron for one such cruise, around Vancouver Island, by the *Brockville* and *Digby*.

It was up around Cape Scott the ships' companies learned from Air Force personnel that on the rugged shoreline there lies the wreck of an ancient Spanish galleon, to be seen at rare times when it is not rough and when the tide is out. Above it are caves with numerous headless skeletons, presumably from the wreck, we were informed. Such stories, true or otherwise, serve to add to the adventure of such a trip.

The *Brockville* and *Digby*, along with other ships of the Pacific Command, took part in Operation Full House, and exercise designed to keep pace with the ever-changing conditions of naval warfare, atomic attack, convoy and submarine strategy.

Later in the year, the ships of the former Second Canadian Reserve Training Squadron participated in exercises with two American submarines, the *Besugo* and *Bashaw*.

One remark was overheard which one trusts is an accurate summary of the situation: "An unfriendly submarine, unless of the latest type and possessing considerable above and underwater speed or new evading tactics or devices, would not last long against Canadian anti-submarine ships bent upon its destruction."—W.P.M.S.

Royal Navy Studies Channel Swimmers

The cross-channel swims of last summer provided the Royal Navy with an opportunity to study the resistance of the human body to immersion in cold water.

Physiologists of the Admiralty and Medical Research Council were embarked in a seaward defence motor launch during Butlin's international cross-channel swimming race in August. The Royal Marines maintained a radio network between the launch, the motor boats accompanying individual swimmers, the judge's boat and medical bases ashore at Folkestone and Dover.

What they were trying to learn were the effects of prolonged energy expenditure under cold immersed conditions and the nature of any bio-chemical changes that might arise. They were also interested in the importance of fat distribution in the body in relation to prolonged swimming.

Once a swimmer was forced to give up, he was immediately the object of study by the physiologists.

The Survival-at-Sea Committee of the RN Personnel Research Committee sponsored the studies. (*Admiralty News Summary*)



When the President of the United States speaks from the White House to the nation, he is seated behind a desk made from the timbers of a British warship, HMS *Resolute*, which was abandoned in Arctic ice more than a century ago. The story of how this came to be is told in the accompanying article. (U.S. Nation Park Service photo by Abbie Rowe)

SYMBOL OF ARCTIC FRIENDSHIP

Nations Drawn Together by Exploration of North

THE CONQUEST of the North American Arctic by the United States, Canada, and Great Britain has traditionally drawn the three nations together. Today, with the ever-increasing importance of the Arctic as a frontier of national defence, these traditions help thwart the efforts of the communistic world to split the nations apart. One hundred years ago, an American gesture of friendship marked a chapter in the conquest of the northern regions and of the growth of these traditions.

In the month of September 1855 an American whaler, the *George Henry*, sighted an abandoned ship drifting in Davis Strait, just north of Cumberland

Sound. A skeleton crew was placed aboard and the vessel was brought safely to New London, Connecticut. There, it was learned that the ship, HMS *Resolute*, had been part of a large-scale excursion despatched by the British Admiralty in 1852 to discover the whereabouts of the distinguished navigator, Sir John Franklin's expedition which had disappeared in Arctic waters in 1845. The *Resolute*, with another vessel, HMS *Intrepid*, had ventured West to near Melville Island, wintering at Dealy Island.

The ice held fast in 1853 and 1854, and it seemed probable to Sir Edward Belcher, commanding the entire excursion,

that the ships would be forced to spend further icebound winters in the Arctic. Consequently, he ordered their abandonment. The crews, somewhat weakened from two winters in the polar regions, returned to England in September of 1854 on relief vessels sent for the purpose.

The *Resolute* had been abandoned on May 15, 1854, in latitude 74° 41' N, longitude 101° 22' W., in Melville Sound. From that position, she drifted over 1,200 miles. In September of the following year, she was sighted by the U.S. whaler in Davis Strait. The *Resolute* was the remnant of the last of the great naval expeditions which had been

sent in search of Franklin by both the U.S. and British navies. All had been unsuccessful in their attempts to discover his whereabouts. Their contributions, however, to the charting of the higher latitudes and to survival methods gave much information which was to be used later by subsequent Arctic expeditions.

The U.S. Congress in 1856 passed a joint resolution to refit the *Resolute* at a cost of \$40,000. The ship was presented to Great Britain "by the President and the people of the United States" as a token of good will. Later that year, the U.S. Ambassador to the Court of St. James received a letter from the British Foreign Minister requesting that President Franklin Pierce "communicate to the legislature of the United States, the cordial thanks of the Queen and of the British government for an act of generosity and sympathy which will meet with warm response in this country, and cannot fail to strengthen the kindly feelings which unite the people and governments of the two nations."

By 1879-1880, age and decrepitude led to the breaking-up of the *Resolute* and, as a return gesture of friendship, Queen Victoria ordered that the best of her

oaken timbers be used to construct a desk. The following year, she presented this to the President of the United States. Today, the desk stands in the White House, and the President sits before it whenever he speaks to the nation over the radio. The plaque* attached to it depicts the history of the timbers from which it was made, and serves as a continual reminder of Anglo-American friendship and co-operation that lives today as it did a century ago. (*"The Higher Latitudes"* News Letter, USN)

* The inscription on the plaque affixed to the desk reads as follows:

"HMS RESOLUTE, forming part of the expedition sent in search of SIR JOHN FRANKLIN in 1852, was abandoned in Latitude 74° 41' N., Longitude 101° 22' W., on 15th May 1854. She was discovered and extricated in September 1855 in Latitude 67° N. by CAPTAIN BUDDINGTON of the UNITED STATES WHALER GEORGE HENRY.

"The ship was purchased, fitted out and sent to England as a gift to HER MAJESTY QUEEN VICTORIA by the PRESIDENT AND PEOPLE of the UNITED STATES as a token of goodwill & friendship. THIS TABLE was made from her timbers when she was broken up and is presented by the QUEEN OF GREAT BRITAIN & IRELAND to the PRESIDENT OF THE UNITED STATES as a memorial of the courtesy and loving kindness which dictated the offer of the gift of the RESOLUTE".

Nitinat Indian, who was born and raised in the vicinity. Our Indian friends advised us to proceed to the other end of the lake by Indian dugout canoe (complete with 10 h.p. outboard). The distance was 14 miles.

When about halfway down the lake an "incident" occurred which caused quite a flurry. The outboard jarred itself clear, made a loop in the air and finished up in my lap. It is difficult to imagine who was the more surprised, although the Chief's eyes certainly appeared to come out of their sockets! After paddling to shore by placing the canoe between two logs, we were able to replace the outboard and secure it firmly. We finally landed at a cove where we were met by Mr. Edgar, Sr. We proceeded to Nitinat village where we found the old gun, rusted and dirty, lying under some brush.

The gun's history, so far as could be determined at the time, indicated that it was from a ship which had been wrecked off Tsuiat Falls in 1868. The gun was eventually dragged up on the beach ten years later and has been at the village ever since. There was one other gun but this was destroyed several years ago.

It is hoped that the gun will shortly be on permanent loan to the RCN for the museum at Esquimalt.

Later in the day the weather deteriorated and we arranged with a fisherman of the Fishery Patrol, whose boat was 25 years old, to take us back up the lake. We noticed an official of the Fishery Service floating down the Nitinat River in an inflated rubber dinghy, counting salmon.

When we returned to camp "B" we were told that some cannon balls had been seen in the region of the lower Franklin River. Although snow had started to fall over night, we made an early start the next morning to try and locate some of the cannon balls. In this area, cougars are abundant. The fish in the river were steelheads and there was also plenty of trout.

We managed to recover three cannon balls. There are more in the area and it is hoped that another trip sometime in the future will be planned to find some of these.

A talk to the schoolchildren was arranged and they showed great interest in the cannon balls and also in our description of the museum.

To date there are five historical guns in the Gunnery Training Centre and the stories connected with each of them will be made available as soon as the information can be compiled.—E.A.M.

ME AND MY OLD GUNS

A Plunge Into the Wilderness

The operations of the Naval Maritime Museum at the entrance to HMC Dockyard at Esquimalt have given a valuable stimulus to interest in naval history on the West Coast and the museum is providing a haven for objects of naval historical interest which otherwise might have remained homeless.

The following article, written by Lieut. E. A. McFayden, describes a safari to the Nitinat area on the southwest coast of Vancouver Island, not far from Esquimalt as the crow flies, but accessible only by a roundabout and difficult route. The purpose of his successful mission was to recover an ancient muzzle-loader cannon.

ON NOVEMBER 21 last year, CPO David Graves and I, both of us from the Gunnery Training Centre at Naden, left Victoria in search of an old muzzle-loader reported to be somewhere near Nitinat Bar.

It was a beautiful, crisp fall morning when we left but, by the time we had reached the Malahat, the weather had deteriorated.

At Port Alberni the snow was piled up in the centre of the streets, with the extreme cold reminiscent of Winnipeg. We met Essen Young, part owner of the Port Alberni, Bamfield and Outer Island Ferry Service, with whom we discussed the state of the roads to Franklin River, camp "A" and camp "B" of the McMillan & Bloedel Logging Company.

When we arrived at camp "A" we were met by A. V. Backman and Jack Bell, both of whom made us extremely comfortable. The following morning, fitted out in cold weather gear, we set out around 7 a.m., after having been introduced to our guide, J. Blerchfield, and to J. Connors, fishery inspector, who was going part of the way with us.

The first part of the journey was by rail, an hour's run on a "scooter". At the end of the line we transferred to a car which belonged to the supervisor in charge of road building in the Nitinat area. He was kind enough to drive us over five miles of what had at one time been a road to the head of Kitimat Lake, where we were met by Joe Edgar, a

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Comox

With the *James Bay* and *Fortune* in company the *Comox* swept out of Esquimalt Harbour and the approaches to Victoria during the latter part of February.

The week of March 5-9 saw the ships of the Second Canadian Minesweeping Squadron engaged in seamanship evolutions, involving towing, jackstay transfers and fuelling at sea, with CNAV *Porte de la Reine*. On Thursday, March 8, with Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast, embarked, the *Comox* sailed to observe the *Fortune* carrying out high-speed target-towing trials.

On March 19, the squadron sailed for Prince Rupert, with calls at Tribune Bay, Sointule, Bella Bella and Lowe Inlet. While at Prince Rupert, the squadron took personnel from HMCS *Chatham* and the *Captain Cook* Sea Cadet Corps to sea for a practical minesweeping demonstration.

Theory learned in a recent firefighting lecture in the ship was put to practice when the ship's shore patrol helped city firemen fight a \$200,000 fire in downtown Prince Rupert.

After minesweeping operations in the inland passages, the *Comox*, *James Bay* and *Fortune* spent Easter weekend in Ocean Falls, B.C. The overwhelming hospitality afforded the squadron by the Crown Zellerbach Co. Ltd. was enjoyed by all on board. Once again the ship took employees from the company to sea and held a well-received visitors day.

Teams were landed to take part in small bore rifle and pistol shoots, basketball, bowling and swimming events. The Ocean Falls Branch of the Canadian Legion provided exceptionally fine entertainment.

While in the vicinity of Ocean Falls, the *Comox* negotiated Cascade Inlet off Dean Channel, an unsurveyed inlet 12 miles long, last investigated by Captain George Vancouver in 1793, and had the opportunity of viewing the Alexander Mackenzie rock.

After further minesweeping and inter-squadron exercises, the ships arrived back in Esquimalt on April 6.

April 2 was the second anniversary of *Comox's* commissioning. Up to that



Between the clicking of the shutter and the appearance of the finished photograph a lot of technical skill and complicated equipment is involved. Wren Olwen Lewellin, one of three Wrens employed on photographic duties in the Atlantic Command, is seen adjusting the lens of the vertical enlarger in the photographic section at HMC Dockyard, Halifax. (HS-411129)

time the ship had spent 263 days at sea, steamed 27,191 miles on 128,630 gallons of fuel and had had 173 officers and men on her books.

Navigation Direction Training Centre (Naden)

A highlight of the recent weeks for the ND Training Centre was a staff party held at the residence of PO R. E.

Fitchett. The affair was a tremendous success with a 99 per cent turnout. Everybody participated in the merry-making, which consisted mostly of accompanying "See You Later Alligator" on Fitchett's piano either with the feet or the voice.

Re-equipping of the school is still proceeding at a steady clip so that soon it will be second to none. The classes

going through now, an RP 2 and an RP 3, are feeling the effect of this too, as they are in on the ground floor of the changeover.

Communication Training Centre (Naden)

The spring feeling is around the CTC now that bright sunny days are here. Discussions are mostly centred around gardens, home improvements and plans on how to spend what promises to be a good summer, and whether the new pay increase really warrants investing in a new car.

The CV2 and CR2 classes are hard at it. The visuals have passed the crypto stage with the radio men just completing their procedure effort. Meanwhile preparations were in hand to take care of the annual UNTD onslaught.

With most of the ships away in far distant lands the harbour exercise business is on the slack side but Chief Fraser is probably dreaming up some "beauties" for the boys when they return.

The newly-formed Pacific Coast Communications Association reports that it now has 150 active members and anticipates at least 200 in the near future.

Mechanical Training Establishment (Naden)

Routine in and around the MTE School has returned to normal, with 98 men under instruction at the time of writing. Seven courses were near completion.

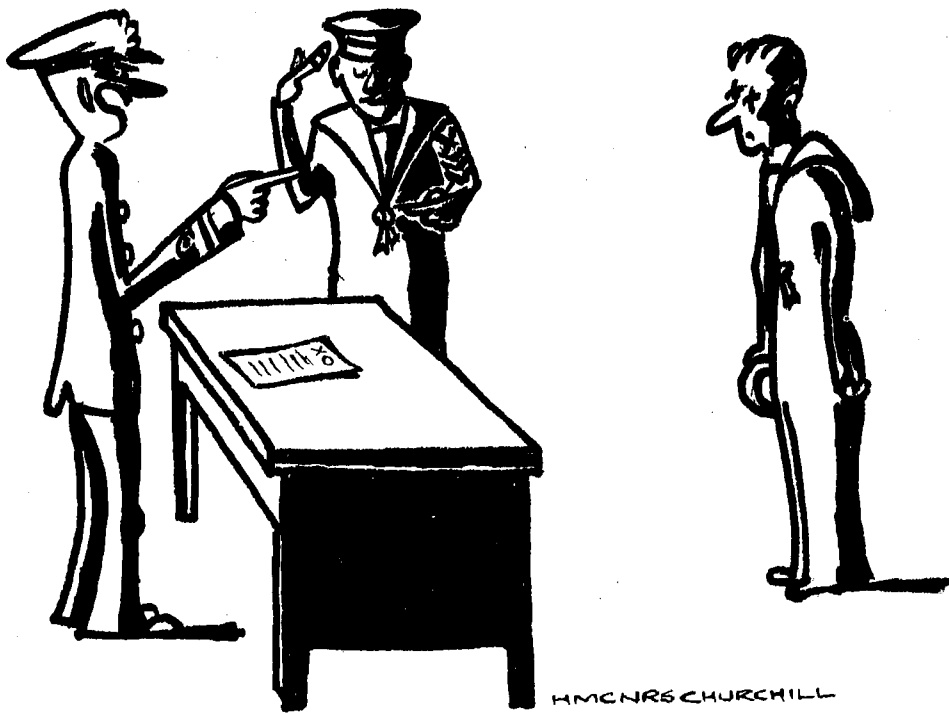
Lieut. (E) George Dufour has been appointed engineer officer of the *Oshawa* which recommissioned April 11. Lieut. (E) Wilf DeCosta has left to join the staff of MED, in the Dockyard.

A great many changes took place around the establishment, with drafts for reliefs in the *Ontario* and *Sioux* on their return from the Far East cruise, and the recommissioning of the *Oshawa*. Among the senior men drafted to the *Oshawa* were Chief Petty Officers David Kochems, Don Pike, Edward Shepperd and Robert Whalen, and Petty Officers Robert Baldwin, John Ireland, Charles Hall, David Klassen and Roy English.

Ex RCN Carrier To Be Modernized

The Royal Canadian Navy's first aircraft carrier, the *Warrior*, long since returned to the Royal Navy, is to be modernized, according to a note in *The Navy*, published by the Navy League of Great Britain.

Changes will include angled deck, steam catapults and improved radar and communications.



"In answer to this charge, do you have trouble over-sleeping?" "No, sir. Just over waking up."

CPO Keith Toll joined the *Ontario* for duties with *Venture* cadets.

Twelve engineering artificers and engineering mechanics are undergoing maker's courses in various cities in Canada and the United States of America before joining the *Skeena*.

Recent arrivals in the MTE include CPO Jack Poole, recently returned from Halifax, and CPO Robert Powell, who joined from the *St. Therese*. David Crowe has joined the Reserve Fleet, from the *Stettler*.

ATLANTIC COMMAND

HMCS *New Liskeard*

The first three months of 1956 proved relatively quiet and uneventful for the *New Liskeard* and her company in that most of her seatime, with the exception of a week in the Cabot Strait, was confined to the Halifax Harbour approaches and occasionally, by way of a change, the calms of Bedford Basin.

On March 22 the ship's company dance was held at the Jubilee Boathouse overlooking the North West Arm. This occasion was a great success and was thoroughly enjoyed by the present and past members of the ship's company who attended. This success was a tribute to the preparations by PO A. Keddy and his party and the lively "emceeing" of PO Joseph Brophy.

After this enjoyable interlude the *New Liskeard* again went back to work

with a week of intensive operations with the U.S. Submarine *Harder*. Some members of the ship's company spent a day in the submarine. At the week-end, the *New Liskeard* bade *au revoir* to the *Harder* and returned to Halifax to remain alongside for Easter and to prepare for the longest trip of the year to date, Bridgeport, Conn.

Bridgeport is a name that has had nostalgic associations for the majority of the ship's company since a visit there during the latter part of May 1955, while engaged in post refit workups in Long Island Sound.

An enjoyable four-day visit was experienced, during which the citizens surpassed even their previous record for hospitality.

The *New Liskeard's* return to Halifax was the signal to engage in feverish activity for refit at Lunenburg.

HMCS *D'Iberville*

January 29 marked the opening of the Quebec Winter Carnival with a massed band concert. The *Stadacona* band with bands from the Royal 22nd Regiment, the Rockcliffe Royal Canadian Air Force and the Royal Canadian Mounted Police produced a concert well received by the public.

D'Iberville was visited on February 7 by Captain. J. C. O'Brien, Director of Naval Training, Naval Headquarters.

On February 12, Lt.-Cdr. R. P. Lemay, executive officer, acted as official starter

for the Quebec Carnival Professional Ice-Boat Race. This race is an annual event which consists of crossing the St. Lawrence River from Quebec City to Levis and back. This year's race was carried out in a howling wind with three-quarters of the course covered with shifting ice floes.

Lieut. A. J. Preston joined *D'Iberville* on March 1 and assumed the duties of Training Officer.

A ship's company smoker was held on March 23 in the ship's company mess. This event proved very successful and was well attended by *D'Iberville* personnel. On Saturday, March 24, a buffet supper was given in the wardroom mess in honour of Shipwright Cdr. E. J. Gilhen, Principal Naval Overseer, Quebec, on the occasion of his retirement following 36 years of naval service.

A tabloid of sports was held on March 27. The afternoon was a success with everybody getting a good workout. *Louisbourg* "B" team obtained the highest score with *Regina* Division a close second.

This year something new in the field of sports was introduced to *D'Iberville*, an inter-service curling meet was organized at the Cambrai Curling Club with *D'Iberville* entering two rinks.

On April 20, the Garrison Ball, the main event of the season, was well attended by members of the three services and was a real success.

HMCS *Crusader*

Dreams, even when they are compounded of such ingredients as the blue Caribbean, palm-fringed islands and a trim yacht, may come true and still go awry. Five residents of Puerto Rico are grateful that a Canadian destroyer escort was on hand when such a disaster happened to them while RCN warships were exercising in the area in April.

Steaming off San Juan, Puerto Rico, with rough seas running and a stiff wind blowing, the destroyer escort *Crusader* (Cdr. L. B. Jenson) sighted the 30-foot sloop-rigged yacht *Aileen* in obvious distress.

The *Crusader* manoeuvred close to the yacht, which had great difficulty in coming alongside because of the turbulent sea. The five persons in the yacht, Ben Moore, C. W. Harrison, and W. Pauley and his two sons Joseph and James, all of Dos Pinas, Puerto Rico, were taken on board the *Crusader* and given necessary assistance, food and clothing.

That the rescue was made none too soon became evident after a crew from the *Crusader*, PO A. C. Goveia and

Leading Seamen G. A. Newman and R. J. MacDonald, had sailed the yacht to the Algerine coastal escort *Portage*, which was in company with the *Crusader*. The yacht was taken in tow by the *Portage*, but could not survive the rough seas. She broke up shortly afterward and foundered.

The rescued yachting party was taken to Roosevelt Roads by the *Crusader* and turned over to the United States Navy. —J.D.M.

Mechanical Training Establishment (Stadacona)

Activity at the Mechanical Training Establishment during the past year reached an all time high. During this period, hundreds of engineering and shipwright personnel completed 45 courses in a dozen subjects.

The latest type of refrigeration has been installed in the establishment and the blacksmith shop has been fitted with modern forges. New machine shop equipment is on order. A working model of the latest automatic boiler control system is also being installed.

A familiar landmark to those who have passed through the establishment was the Corvette Shop, which housed an old three-drum boiler and a corvette engine. This machinery has been removed and the shop now is called the "diesel operating shop". Being installed for instruction purposes are the latest types of diesel engines used by RCN ships.

Work has also begun on a third storey to the MTE Shop building, which will house, among other sections, a fitting

shop and laboratory space. The new paint training section is a hive of activity, with more than 100 officers and men having completed courses on proper painting procedures.

The MTE was recently honoured by having one of its instructors awarded the Admiral Jones Shield, awarded annually to the man contributing most in conduct, sportsmanship and character in *Stadacona*. He is CPO George Roscoe, head of the blacksmith shop.

Aklavik Naval Radio Station

While on tour of Canada's Arctic, His Excellency the Governor General arrived in the Arctic community of Aklavik, Northwest Territories, and while there visited the Naval Radio Station where he was entertained at a buffet dinner in the men's mess.

All naval personnel and their wives were present at the dinner and were given an opportunity to meet His Excellency. Dinner music was provided by the bagpipes of Ldg. Sea. J. H. Madden, undoubtedly the first piper to have played for a Governor General north of the Arctic Circle.

After dinner His Excellency was entertained in the home of the Officer in Charge, Cd. Officer (SB) J. A. MacDonald.

Naval Radio Station Aklavik is the most northern Canadian naval establishment. It is 120 miles north of the Arctic Circle and lies in the Mackenzie River delta about 100 miles south of the Arctic Ocean. The community of Aklavik has been a fur trading centre since



The little yacht *Aileen* lies at the bottom of the Caribbean Sea, but the three men and two youths who manned her, were rescued by the destroyer escort *Crusader* before the 30-foot craft broke and foundered after being taken in tow by the coastal escort *Portage*. The picture was taken as the *Crusader* was coming alongside to remove the crew of the stricken yacht.

the beginning of the century and fur trading is still a prime industry in the area.

Eskimos and Indians comprise about 70 per cent of the population but with the recent interest and development of the north the percentage of whites is increasing. The Navy makes up a substantial portion of the non-native population, with a total of 70 men and dependents. Others include missionaries, school teachers, government workers, doctors, traders and some trappers.

Sailors normally serve for two years in Aklavik and although the community is semi-isolated, lacking in many of the facilities which most Canadians are accustomed to, with long cold winters and short fly-infested summers, most of the men like it. In fact many request to serve an additional year. The Arctic is still relatively untouched by civilization and so has an appeal for the adventurous.

For those who like the outdoor life there are good fishing and hunting during the summer and fall and also ample opportunity for travelling by boat, airplane and dog team.

NAVAL DIVISIONS

HMCS *Prevost*

Approval has been given for the construction of a headquarters building for the London, Ontario, naval division, HMCS *Prevost*, on property acquired for the purpose on the north side of Becher Street and bounded on the north and east by the Thames River, it was announced by Hon. Ralph Campney, Minister of National Defence.

The new building, 125 feet by 243 in area, will be of brick construction, two storeys in height and will include a drill deck. The cost of land and building has been estimated at approximately \$650,000.

It was hoped the contract would be awarded in time to start construction this summer.

The London naval division is at present housed in the Carling Block, 433 Richmond St., in downtown London.

Naval Headquarters decided to open a naval division in London in August, 1938, following completion of a visit by the then Director of Naval Reserves, Cdr. E. R. Mainguy (later Vice-Admiral and Chief of the Naval Staff, since retired).

Lieut. Edward E. Hart was appointed commanding officer of the division with an approved complement of six officers and 45 men.

At first the unit was housed in the second floor of the Darch Building on Talbot Street but in 1939 the division was moved to its present site.



Naval personnel and their wives attended a buffet dinner for His Excellency Governor General Vincent Massey at Aklavik naval radio station during His Excellency's tour of the Canadian Arctic during late winter. From left to right in the foreground are Ldg. Sea. N. L. Fraser, Mr. Massey, Cd. Officer (SB) J. A. MacDonald, officer-in-charge of the radio station, and Capt. Guy Robillard, aide.

The name *Prevost* was selected for London in honour of Sir George Prevost (1767-1816); Governor-in-Chief of Canada (1811-1815).

Commanding officers of HMCS *Prevost* have been: Lieut. E. E. Hart, RCNVR; Lt.-Cdr. J. R. Hunter, RCNVR; Lt.-Cdr. F. N. B. Carmichael, RCNVR; Lt. D. M. Jackson, RCNVR; Cdr. W. A. Childs, RCN(R); Lt.-Cdr. Thomas F. Owen, RCN(R), and the present commanding officer, Cdr. E. Gordon Gilbride, RCN(R).

HMCS *York*

"Enemy" submarines were lurking off Toronto's waterfront this month. But the Navy was sinking them by the score.

Down on the wharf behind HMCS *York*, reserve and regular force navy men were chasing and destroying the "submarines" in a "destroyer" as modern as the *St. Laurent*, the latest word in subchasers. However the sailors in the "destroyer" never left the jetty.

They were locating and sinking the subs—actually just "blips" on a luminous dial—in a ship that was really a mobile anti-submarine unit housed in two truck trailers.

These trailers, which have been touring Canada over the past few weeks, were providing naval reserve personnel with anti-submarine attack training under conditions similar to those on board ship.

The two trailers, which were linked, formed the make-believe business-end of a sub-hunting destroyer. One contained a sonar action room, plotting

tables and a small-scale wheel house. These were connected to an anti-submarine attack simulator in the second trailer.

The unit, under Lieut. Fred Lubin of Chilliwack, B.C., and Halifax, has trained reservists in establishment as far west as Calgary, and is now engaged in training at naval divisions in Eastern Canada. It remained in Toronto for more than a week.

HMCS *Scotian*

Ceremonial divisions and annual award night brought a large turnout of parents, relatives and friends to the Halifax naval division.

The presentation of awards followed the inspection of *Scotian* personnel by Cdr. Denis O'Hagan, commanding officer, and saw the top seaman's award go to Ord. Sea. Wilson.

The sports trophy was won by the wardroom and the trophy for the best attendance during the training year went to the Wrens' division.

Also recognized for their progress during the year were outstanding UNTD cadets. The top award as best officer cadet in the third year went to Cadet Bill Roberts, Dalhousie University pre-engineering student. The second and first year trophies went to Cadets A. R. Nichols and M. K. MacLeod respectively. The Bidwell Shield was won by Cadet B. S. Sheehan.

The UNTD awards were presented by Lt.-Cdr. J. R. H. Ley, of the staff of the Flag Officer Naval Divisions.

U. S. Navy's Guided Missiles

THE U.S. NAVY in March staged a dramatic demonstration of its growing guided missile power aboard the world's first guided missile cruiser, the USS *Boston*, in the Guantanamo Bay area of the Caribbean, and revealed that its stable of missiles has been increased to six.

About 60 newsmen, who were given an opportunity to tour the giant carrier USS *Forrestal* and *Boston* which fired her primary anti-aircraft weapon, the guided missile "Terrier", were informed by Rear-Admiral John H. Sides, USN, that the Navy has a new "pint-sized" missile known as the "Tartar".

The Admiral, who took the helm of Cruiser Division Six on January 1, becoming the first flag officer to go to sea in a guided missile command, said that the "Tartar" is a junior version of the "Terrier". He stated that the new guided missile would be installed on all new destroyers beginning with the 1947 program. The "Tartar" was developed at the Johns Hopkins Applied Physics Laboratory in Silver Spring, Md.

Admiral Sides' Division is made up of the *Boston* and the tactical command ship USS *Northampton*. It will be augmented by the USS *Canberra*, which is being fitted out for missile work, and is due to be commissioned in mid-June.

Over the past three years, the Navy's missile program, currently headed by Rear-Admiral John E. Clark, USN, has made steady progress. For fiscal year 1955, Congress appropriated \$126 million for the Navy missile program, increased the figure to \$238 million last year, and is considering the expenditure of \$354 million in FY'57.

To date, the Navy has six types of guided missiles, either operational or in the development stage, according to information that has been made public.

The surface-to-air "Talos", it was announced last week, will be used by the Continental Air Defence Command which is made up of units from the Army, Navy and Air Force and headed by General Earle E. Partridge, USAF.

Originally, "Talos" was developed by the Bureau of Ordnance for shipboard installation. Funds have been authorized for the conversion of the light



In most parts of Canada it was a long hard winter, which may have accounted for the popularity of this picture with the press. On a palm-fringed shore in the West Indies, AB Paul Bousquet tossed coconuts down to AB Jean Legault during a break from training activities on board the *Quebec*. (QB-2783)

cruiser, USS *Galveston*, to a guided-missile ship which will carry "Talos".

Air Force survey teams are making a study of prospective sites for installation of the new weapon which will supplement the "Nike". Possible locations are Lockbourne AFB, Ohio; Bunker Hill AFB, Ind., and sites near Peoria, Ill., and Kirksville, Mo.

Approaching the operational stage is the guided-missile "Petrel", an air-to-underwater weapon. It is being produced by the Guided Missile Division of the Fairchild Engine and Airplane Corp., Hagerstown, Md.

So far, five ships are known to be carrying the surface-to-surface missile,

"Regulus". They are the aircraft carrier USS *Hancock*, the heavy cruisers USS *Helena* and USS *Los Angeles*, and the submarines USS *Tunney* and USS *Barbero*.

In addition, the heavy cruiser USS *Macon* is at Norfolk, Va., being outfitted with the "Regulus", the Navy said.

The "Terrier", already operational aboard the *Boston*, commanded by Capt. Charles B. Martell, USN, also will be installed aboard the USS *Canberra*, soon to be commissioned, and the destroyer USS *Gyatt*. The USS *Mississippi*, an ex-battleship, now designated as a Gunnery Training Ship, also carries the "Terrier".

Here are some of the known details of the U.S. Navy's missiles:

REGULUS—A surface-to-surface missile, resembles a swept-wing jet fighter. The weapon is about 30 feet long, is capable of supersonic speeds, and able to carry atomic warheads. It is appropriate for use against land targets or against enemy ships and can be launched from submarines.

The missile is guided by remote control radio. Official Navy photographs have shown it being fired from land, from the aircraft carriers USS *Hancock* and USS *Princeton*, and the seaplane tender, USS *Norton Sound*.

Initially, the missile used JATO (jet assisted take-off) bottles which were dropped when expended. A later development was a cart which

allowed it to be wheeled into place for launching by a ship's catapult. The cart replaced the old combination of JATO and a launching platform. When the missile is in the air, the carriage is jettisoned.

SPARROW—An air-to-air missile about 12 feet long which can be launched from fighter-type jet planes. It can be carried in multiple units and is capable of tracking enemy planes at distances up to three and four miles.

TERRIER—A needle-nosed surface-to-air missile which can "home" in on target aircraft under any weather conditions. A supersonic weapon, the "Terrier" travels at twice the speed of sound—about 1,500 miles per hour. It can be launched from a submarine and is said to weigh approximately 1.5 tons and have

an effective range of about 10 miles. Its cost has been estimated at about \$50,000. The Marine Corps has adopted the weapon for use in amphibious landings.

The "Terrier", is in volume production by the Convair Division of the General Dynamics Corp., at the U.S. Naval Industrial Reserve Ordnance Plant at Pomona, Calif.

The fiscal year 1957 shipbuilding program is highlighted by a request for funds to build new guided missile ships and convert a number of others. Approval has been given for new construction consisting of one atomic-powered guided-missile light cruiser, four 4,000-ton guided-missile frigates, and eight guided-missile destroyers. In addition, the House has OK'd the conversion of five light cruisers and a submarine for missile work. (*Army, Navy Air Force Journal*.)

NO GERANIUMS IN THESE BAY WINDOWS

Electrical Maintenance Main Job of New Building

ANYONE who has visited the RCN Air Station within recent months has been somewhat puzzled by the sight of two large bay windows facing out to sea from the top deck of a modern concrete building. On enquiring, he would have been told that the building houses the electronic and electrical maintenance facilities required for the operation of aircraft flying from HMCS *Shearwater*, and that the windows contain various radar antennae.

Planning for the Electrical Building, which was officially opened on May 25, 1955, by Sir Hamish MacLaren, KBE, Director of Electrical Engineering, Admiralty, was started about five years ago. It was appreciated that the growing complexity of modern aircraft require maintenance facilities of the highest order and action was therefore initiated to provide a building which would meet these requirements.

In the course of time, plans were completed and construction was started in the fall of 1953. On December 8, 1954, the Electrical Department began operation "Transfer" and during the following months, the widely scattered divisions of the department moved under the one roof.

The two-storey building is functionally divided into three main levels. In the basement is the power room, air-conditioning and heating plant and main store rooms. The first deck contains the battery shop, an air-conditioned instrument shop and the electrical shops. The

second deck houses the various electronic shops and administrative offices.

All equipment required for the operation of an Air Station, from the electronic and electrical aspect, passes through the building, from the multitude of aircraft instruments and electrical components to electronic fire control systems. Overhauled and repaired, on a monthly average, are approximately 500 electrical and instrument items, about 300 aircraft lead acid batteries and 230 items of electronic equipment together with the continuous flow of material required for the maintenance of the extensive ground communication

and radar installations throughout the station.

The ever increasing role of electrical engineering in the operation, control, and instrumentation of modern aircraft and of electronic engineering in the navigation, communication, fire control, and submarine detection fields emphasizes the vital requirements that are filled by the maintenance facilities of this building. With the introduction of new and more complex aircraft into the Royal Canadian Navy in the near future it is anticipated that the facilities can be expanded to meet the additional requirements.—L.



THE NAVY PLAYS

Quebec Finds Time for Sports

Although training and sightseeing received great attention during the *Quebec's* recent three-month Caribbean training cruise which ended at Halifax April 26, sports were far from neglected.

The last two ports of call, Kingston, Jamaica, and Hamilton, Bermuda, found sports enthusiasts in full swing.

At Hamilton, the Canadian naval visitors were given the privileges of many local clubs and competitions were arranged between athletic teams from the ships and various local aggregations.

Eight officers and 10 men from the *Quebec* competed in a ship's handicap golf tournament at the scenic Constant Springs Club. It ended in a three-way tie for low net honours among Captain D. W. Piers, the commanding officer; Midshipman G. E. Plawski, Vancouver, and AB Arthur Stead, Kitchener. PO Boyd Hutchinson, Swift Current, Sask., won the low gross prize. They played off at the Belmont Manor Golf Club at Bermuda and Capt. Piers won the match by one stroke over AB Stead. The captain also copped the *Quebec* officers' trophy and the prize for the longest drive while at Bermuda.

Back at Hamilton, ship's teams played basketball, soccer, cricket, field hockey and water polo matches with Jamaican representatives, and several softball games were run off among the various departments of the club.

The cruiser's boxing team received personal invitations to attend the championship bout for the welterweight crown of Jamaica, to complete a lively round of sporting activity on the island.

At Bermuda, the ship's softball team came up with a win over a U.S. Navy team by a 2-1 score. Other sports played were basketball, cricket, bowling and tennis.

Cornwallis Holds Annual "Shoot-off"

The *Cornwallis* Rifle Club ended a winter season of activity in late April, with a "shoot-off" against a representative team from *Stadacona*.

During the banquet which followed the shoot, Captain M. G. Stirling presented trophies to the winners of the *Cornwallis* Inter-Part Rifle Club. The



Captain M. G. Stirling, Commanding Officer HMCS *Cornwallis*, centre, with top scorers Wren W. A. Gower and CPO A. P. Allen, admires the trophies at the presentation following the *Cornwallis* Rifle Club "shoot-off". (DB-6760)

high team aggregate went for the fourth consecutive year to the parade staff. The Communication School ran a close second for the third consecutive year to capture the second team aggregate trophy.

CPO A. P. Allen won the tie-score "shoot-off" scoring 98 to 97 against Wren W. A. Gower to win the high individual aggregate cup.

Cornwallis Ends Curling in April

Cornwallis Curling Club concluded activities in late April with a bonspiel attended by curling clubs from Digby, Kentville and Bridgetown.

Now associated with the Digby Curling Club, the *Cornwallis* executive consists of Lt.-Cdr. (S) Emilian Adamic, president; PO H. S. McCaw, vice-president; PO Roy Johnson, secretary-treasurer, and POs E. K. McKernan and J. W. Craig on the games committee.

Two home-and-home games were played with Digby for the Dr. L. F. Doiron Trophy with Digby taking the trophy.

The inter-part final for a cup presented by Ernest Tufts of Digby for the first *Cornwallis* championships, was won by a team skipped by PO Roy Johnson, of Moose Jaw, Sask. His lead was Lieut.

(MN) B. V. H. Burton, Matron of RCNH, *Cornwallis*, his second, PO Jim Lajoie, Montreal, and his third, PO Paul MacNichol, St. Andrews, N.B.

The Atlantic Command Curling Championships were held at *Cornwallis* on April 20 and 21, with six teams from Halifax, one from *Shearwater* and nine from *Cornwallis* (which included three of new entries) competing. *Cornwallis* was winner and runner-up in two events and *Stadacona* winner and runner-up in a third. The championship went to the *Cornwallis* team skipped by PO J. W. Craig, Winnipeg, with PO J. F. Russell, Winnipeg, third, PO Roy Johnson, second, and PO Roland Blanchard, of Grande Anse, lead.

Captain M. G. Stirling, commanding officer, *Cornwallis*, presented prizes and Mr. Tufts presented his trophy.

During the time in which ice was retained at *Cornwallis* various small and enthusiastic bonspiels were conducted. There are few non-curlers in the establishment today.

Luck Runs Out In Final Game

After breezing through the season, the *York* entry in the Toronto garrison officers' softball league gained a goose egg in the final with RCASC, losing 18-0.

The roof caved in during the game and previously over-confident Yorkers couldn't even touch the Army hurler for a hit. The latter's no-hit, no-run game is a rarity in the Toronto garrison circuit.

Team Outshoots Four Fleets

A notable performance by a combined *Ontario-Sioux* rifle team, during their visit to Bridgetown, Barbados, has earned them a claim to a four-fleet championship title.

The seven-member team, six from the *Ontario* and one from the *Sioux*, met the Barbados Police and the Barbados Regiment and shot their way to 561 points. Police registered 558 and the Regiment 501.

In a letter to the *Ontario*, Major E. R. Tulloch, adjutant of the Regiment, commented: "I would like to congratulate your team on their shooting. It might interest you to know that they have recorded the highest score of any ship—British, Canadian, American or French

—that has competed in these matches since they started some two years ago."

Their marksmanship was no flash-in-the-pan as was proved on arrival at St. John, Antigua. There they defeated the U.S. 6th Mobile Construction Battalion, 311 to 293, out of a possible 320.

The cruiser's representatives were: team captain PO John Pringle, Victoria; PO R. A. Parsons, Calgary; Ldg. Sea. Gordon Boyd, The Pas, Man.; Ldg. Sea. Harry Wells, Keremeos, B.C.; PO Cliff Douglas, Victoria, and PO Archie Woods, Victoria. The destroyer escort's representative was PO Robert Cato, Vancouver.

March Busy for Curling Clubs

March was busiest of the season for the *Stadacona* Curling Club. Six regular club matches were played Thursday afternoons. A rink skipped by D. McCord, Maritime Warfare School, won the second section of the club competition.

Winners of the first section (L. Grisdale, skip) met the McCord rink on March 29, for Club Championship with the latter rink winning the play-off. Members of the winning rink were D. McCord, skip; CPO L. R. Ferris, mate; Commodore E. W. Finch-Noyes, second, and CPO H. L. Pare, lead.

The club also played friendly matches with the Pictou Club, emerging winners, and participated in a three-club 'spiel sponsored by *Cornwallis*, with *Stadacona*, *Cornwallis* and Digby taking part in a full day of curling. Four rinks participated from *Stadacona*.

Forty Curlers At Hochelaga

The RCN Curling Club (Montreal) of HMCS *Hochelaga*, consists of 40 members with CPO M. J. Vollet as president, and Lieut. (S) A. C. Tassie, secretary.

During the season, at *Hochelaga*, curling became the Monday evening sport with competition keen among the eight rinks comprising the league.

In early March a challenge match was held between the officers and the chief and petty officers. Two rinks from each side competed with total rocks deciding the winner. The officers won by a narrow margin, 22-20.

Cornwallis Keeps Boxing Trophy

Cornwallis walked off with the Atlantic Command Boxing Cup for the second year in succession and also posted wins against the *Cape Breton* in hockey and basketball, and against RCAF Greenwood in basketball.



A wild mixture of action, feathers and guffaws resulted when CPO Maurice "Joe Louis" Power challenged PO Edward "Rocky Marciano" Thompson to a pillow fight during a boxing card on the flight deck of the *Magnificent* while the carrier was visiting St. Thomas in the Virgin Islands. The referee, PO Bernard Hughes, PT instructor on board the "Maggie" wisely stuck to a neutral corner. (MAG-7115)

However, the big base didn't post all wins. Against Digby, in a torrid play-off series for the Valley Intermediate Hockey League Crown, the *Cornwallis* Trojans were beaten and against Acadia University they lost a recent swimming meet.

Medical "A" Top Bowlers

Medical "A" team took the Pacific Command Bowling playoffs in the round robin, with Regulating the runners-up. Individual prize winners were: Season's high average, CPO R. L. Pumphrey, 229; season's high three-game, PO R. C. Sallis, 788; and Season's high single, CPO R. C. Chamberlain, 368.

Cadets Tackle West Indies Teams

Venture cadets from the *Ontario* and the *Stoux*, during their West Indies cruise, participated in a variety of sports. At Bridgetown, Barbados, they posted a win in basketball against an Island representative team, with a score of 57 to 56.

In cricket, however, the cadets gave way by a narrow margin (considering the West Indian ability at the game) to Harrison College. Even *Venture's* outstanding batsman Cadet Christopher D. Hood, Victoria, who knocked up 47 runs, couldn't stem the tide and the cadets went down to defeat 140 runs to 103.

Ship's company teams from the *Ontario* and the *Stoux* dropped an undisputed game of softball at St. John, Antigua, to U.S. 6th Mobile Construction Battalion, 12 to 0.

Tennis enthusiasts from the *Ontario* lost in all matches in a tournament against the Antigua Tennis Team, and at Bridgetown, Barbados, the cruiser's soccer team tied one, 2-2, and lost one, 2-1, against Harrison College.

College Rugger Squad Blanks Navy

In West Coast rugby, the Victoria College Vikings blanked Navy 31-0 to win the Victoria Rugby Union's second division playoff championship and the Don Heyland Memorial Trophy by a 48-point margin.

Hockey Title Won by VT-40

Interpart hockey at *Shearwater* resulted in a long schedule, completed late in March. VT-40, in a best two out of three in the finals, downed Helix (Helicopters and VX-10) in three hard-fought games to take the championship.

Radio Captures Barracks Trophy

HMCS *Shearwater's* winter season Cock-of-the-Barracks trophy went to Air and Ground Radio, who also hold the summer season Cock. They edged out Aviation Supply Depot 289 points to 286. Fifteen teams entered the competition and sports included hockey, basketball, volleyball and bowling.

Shearwater Fails To Reach Finals

The *Shearwater* Ship's Representative Volleyball Team participated in the Maritime Volleyball Championships held at Charlottetown, P.E.I. They won seven games and lost five before being eliminated in the semi-finals. Finalists were the Halifax Fairview team.

Times Trophy To Navy Team

The West Coast Navy's entry in the Victoria English Rugby League, suffering only one defeat throughout the season, won the Times Trophy, representative of winners in regular league play.

Naden Receives Golf Trophy

Naden recaptured the Sports Shop Trophy in the March monthly Inter-Ship Golf Tournament. Individual prize winners were:

Low Net, CPO Norman Langton; Low Gross, Instr. Cdr. C. H. Little; Kicker's

Handicap, Lt.-Cdr. (E) L. R. Johns; Low Hidden Score, 1st nine, Ldg. Sea. N. J. Lund; Low Hidden, 2nd Nine, Ldg. Sea. W. A. Big Canoe; High Hidden Score, Lt.-Cdr. (SB) Charles Medley.

Writers Lead

Winter Sports

Naden Writers, by amassing a total of 122 points out of a possible 132, took the winter Cock-o'-the-Barracks Trophy in the 14-team Inter-Part League. Gunners had 105 and School of Music "C" a close third with 104.

Winter activities included basketball, volleyball, swimming, soccer and rifle shooting.

Provincial Titles

In Squash Won

Seven Navy representatives competed in the British Columbia Closed Squash Championships in Victoria, and, from these, two provincial champions emerged.

PO Mel Padget took the "B" class competition by defeating CPO John Waldron, and Ldg. Sea. Fred Eggleston won the "D" class honours.

Navy Team Takes

Badminton Doubles

Instr. Lt.-Cdr. D. A. Robertson and PO W. R. Walters won the doubles combination in the Tri-Service Badminton Championships, played at the P&RT Centre, Naden. Army and Air Force players took the honours in the mixed doubles and the singles.

Meanwhile in the Tri-Service Bowling Championships, with three teams representing each service, the Air Force came out on top, followed by the Navy and with the Army in the cellar. In this series CPO W. Sinclair won the high singles award with a score of 306.

Pacific Command

Holds Bonspiel

In the First Annual Pacific Command Curling Bonspiel, held at the Victoria Curling Club, a rink skipped by PO J. W. Adams went through the three-day 'spiel undefeated and won the primary event and the Birks Trophy by posting a 13-10 triumph over PO Dave Kelly's rink.

PO Adams, who bested CPO T. W. Rayson in the semi-finals pulled away in the late ends.

The secondary event and the Victoria Curling Club Trophy was won by Ldg. Sea. C. M. Fraser's rink who edged AB W. J. Reid in the final. The consolation went to PO J. F. Redlin when he gained a 12-10 decision over Ldg. Sea. A. Chambers.

THE ROYAL NAVAL CANADIAN VOLUNTEER RESERVE OVERSEAS DIVISION



TYPE OF MEN NEEDED

Men of Good Character and Physique are Required in the Above Force for Service Overseas with the Imperial Royal Navy for the Period of the War.

Candidates must be the Sons of natural born British Subjects.

No previous sea experience necessary.

Applicants must be, for Seamen 18 to 30 years of age, Stokers 18 to 38 years of age.

THE STANDARD OF HEIGHT AND CHEST MEASUREMENT IS AS FOLLOWS:

AGE	MIN. HEIGHT	CHEST
18 to 19 years	5 ft. 3 ins.	5 ft. 3 ins. and below 5 ft. 5 ins. in height.....33 inches
		5 ft. 5 ins. and over in height.....33½ inches
19 to 20 years	5 ft. 3½ ins.	5 ft. 3½ ins. and below 5 ft. 5 ins. in height.....33½ inches
		5 ft. 5 ins. and over in height.....34 inches
Over 20 years	5 ft. 4 ins.	5 ft. 4 ins. and below 5 ft. 7 ins. in height.....34 inches
		5 ft. 7 ins. and over in height.....34½ inches

A FREE KIT IS PROVIDED

Pay and Allowances are as follows:

Ordinary Seamen and Able Seamen (at entry) \$1.10 per day.

Separation Allowance \$20.00 per month.

Men subsequently transferred to Stoker ratings will be paid an additional 10c. per day more.

There are no vacancies for any other ratings than Seamen and Stokers and men can only be accepted as Ordinary Seamen.

FURTHER PARTICULARS MAY BE OBTAINED FROM ANY CHARTERED BANK IN ONTARIO, OR NAVAL RECRUITING OFFICE, 103 BAY STREET, TORONTO

Forty years ago Canada was deep in the First World War and recruits were being sought for service on land and sea. The above recruiting poster was displayed in Toronto in 1916 and sailors of today will particularly notice a difference in the rates of pay.

CORVETTES, CRUISERS NOW CALLED FRIGATES

HOW MANY warships are there in the world's navies? What is the USS *Forrestal*? How is she powered and will there be more like her? What are the new designations for certain ships and what do converted frigates look like?

These and hundreds of other questions are answered in the 57th edition of "Jane's Fighting Ships, 1955-56".

"Jane's Fighting Ships" is a vital book to many government departments and industries and, to most sailors, it makes interesting browsing. For ex-sailors, when they get hold of one, the book provides a sure way of up-dating himself on ships and, by combing the advertisements, on new equipment.

In the foreword of this new edition, the editor has mentioned the wide range of new material and attributes it to the partial fruition of the armament program which has been going on for the past few years, with naval powers engaged in new construction, reconstruction, conversion or modernization.

"Numerous additions," the foreword adds "have been made to technical data and more than 450 fresh illustrations

have been added bringing the total to about 2,700."

It also points out that a study of the pages shows the gradual trend of development towards the navy of the future. The advent of new weapons, guided missiles (still in their early stages of development), nuclear explosives, heavier and faster aircraft, fast-firing guns, and of nuclear power for propulsion and other devices both for offensive and defensive, together with corresponding changes in strategy and tactics which they bring in their train, are altering and probably will continue for some time to alter both the design of the individual warship and the numbers and disposition of each category of ship in each battle groups.

Completely new ships and revised versions of older ships have made their appearance and the old time sailors, browsing through "Jane's" today, might well be amazed at some of the vessels he sees and the uses to which they are being put. Among them are nuclear-powered submarines, hydrogen-peroxide-powered submarines, nuclear-powered aircraft carriers, carriers with

BOOKS for the SAILOR

angled decks, steam catapults and mirror landing aids, destroyers that are now frigates and cruisers that are now destroyers or radar picket ships.

In re-categorizing ships various navies have adopted the same categories for different ships and types of ships. This is most clearly shown with the designation "frigate". A frigate now ranges in size, among different navies, from 600 tons to 5,600 tons. In the Royal Navy, in addition to Second World War frigates, there are destroyers and destroyer escorts which have been converted to frigates with widely varying speeds of from 16 to 36 knots. The U.S. Navy redesignated four destroyers of 3,600 tons, and one light cruiser of 5,600 tons "frigates", although some small countries have classes of ships of 600 to 800 tons as frigates. In nearly all cases, however, they are used for anti-submarine warfare.

The variance in ships does not stop at frigates. A glance at battleships and cruisers shows that some cruisers are larger than their big brother the battlewagon and some battleships are smaller than cruisers. In addition, certain destroyers are larger than some cruisers. The list is endless.

It is interesting to note that the *Nautilus*, USN atomic-powered submarine, has a greater submerged speed than surface speed, can move under any one of three kinds of power plant and has an estimated range of 25,000 miles. Her atomic engine alone cost nearly as much as the rest of her, \$25 million.

The aircraft carrier *Forrestal* (one of five to be built at an estimated total cost for all of \$1 billion) carries a crew of nearly 4,000 officers and men. Here, too, in this largest aircraft carrier ever built, are design changes which during the designing and building period were incorporated as a result of changing trends and new ideas. For instance, the angled flight deck made the proposed retractable island unnecessary.

For those who like to work out odd figures of little use to anyone they can find that the world's navies total more than 8,000 named warships and innumerable numbered vessels.

There are many blanks, however, principally in the Russian and Iron Curtain countries section. It is estimated that Russia has not less than 400 sub-



Sitting in a cabin below decks in the Royal Navy's most modern aircraft carrier, HMS *Ark Royal*, Captain D. F. R. Campbell could be both seen and heard by the members of the ship's company in the main dining hall. He could also peek around the corner to see how he was doing. A closed TV circuit all round the ship makes it possible to plug in almost any number of sets which can be used for briefing aircrews in the various briefing rooms or for showing movies. Captain Campbell is co-inventor of the angled deck for aircraft carriers. (Photo courtesy U.K. Information Office.)



It didn't take many men to run a ship before the Second World War, as is evident in this "family portrait" taken on board the destroyer Vancouver in the merry month of May, 21 years ago. Some of those whose pictures appear here are gone; time has rested lightly on others and they will be immediately recognized. The officers in the front row are (left to right): Torpedo Gunner B. Lewis, Sub.-Lt. (now Cdr.) F. E. Grubb, Lt.-Cdr. (now Rear-Admiral) H. N. Lay, Lt.-Cdr. (now Captain, Ret'd) Colin Donald, Lieut. Frank Smith, RCNR, and Warrant Engineer S. MacMaster. The photograph was taken during a visit to San Francisco in May 1935. (E-34451)

marines. Of these, she is said to have some new fast ocean-going types of about 3,000 tons, a speed of 20 knots and a range of 20,000 miles.

Even the advertising section of "Jane's" holds interest. New equipment for fighting ships and shipyards throughout the world are pictured here. Lifeboats seem *passé* when looking over the features of the inflatable covered life-rafts which are designed for up to 20 men and incorporate in their design complete protection from wind and sea, automatic inflation, insulated inflated deck, double skin exposure-protected canopy and many other features. A far

cry from the bulky, awkward Carley floats so many will remember.—L.W.T.

Jane's Fighting Ships, 1955-1956. Published in Canada by the McGraw-Hill Company of Canada, Limited, 253 Spadina Road, Toronto 4, Ontario.

WREN NEWSLETTER MAKES SPRING BOW

The spring edition of *The Wren Newsletter* is off the press and one feels a sense of awe in the presence of the editor's success in rounding up information on literally hundreds of former members of the Women's Royal Canadian Naval Service. The recipe would

appear to be compounded equally of industry and black magic.

The industrious editor and publisher of the jampacked 56-page journal is Mrs. Barry Wenger, of *The Advance Times*, Wingham, Ont., who has already announced a fall issue and, if the undertaking receives adequate support, future publication on a regular basis. The editorial content will continue to be not only of interest to former members of the WRNS and WRCNS but also to Wrens now serving in the RCN and RCN(R).

SHIPS PAY VISIT TO "LITTLE GIB"

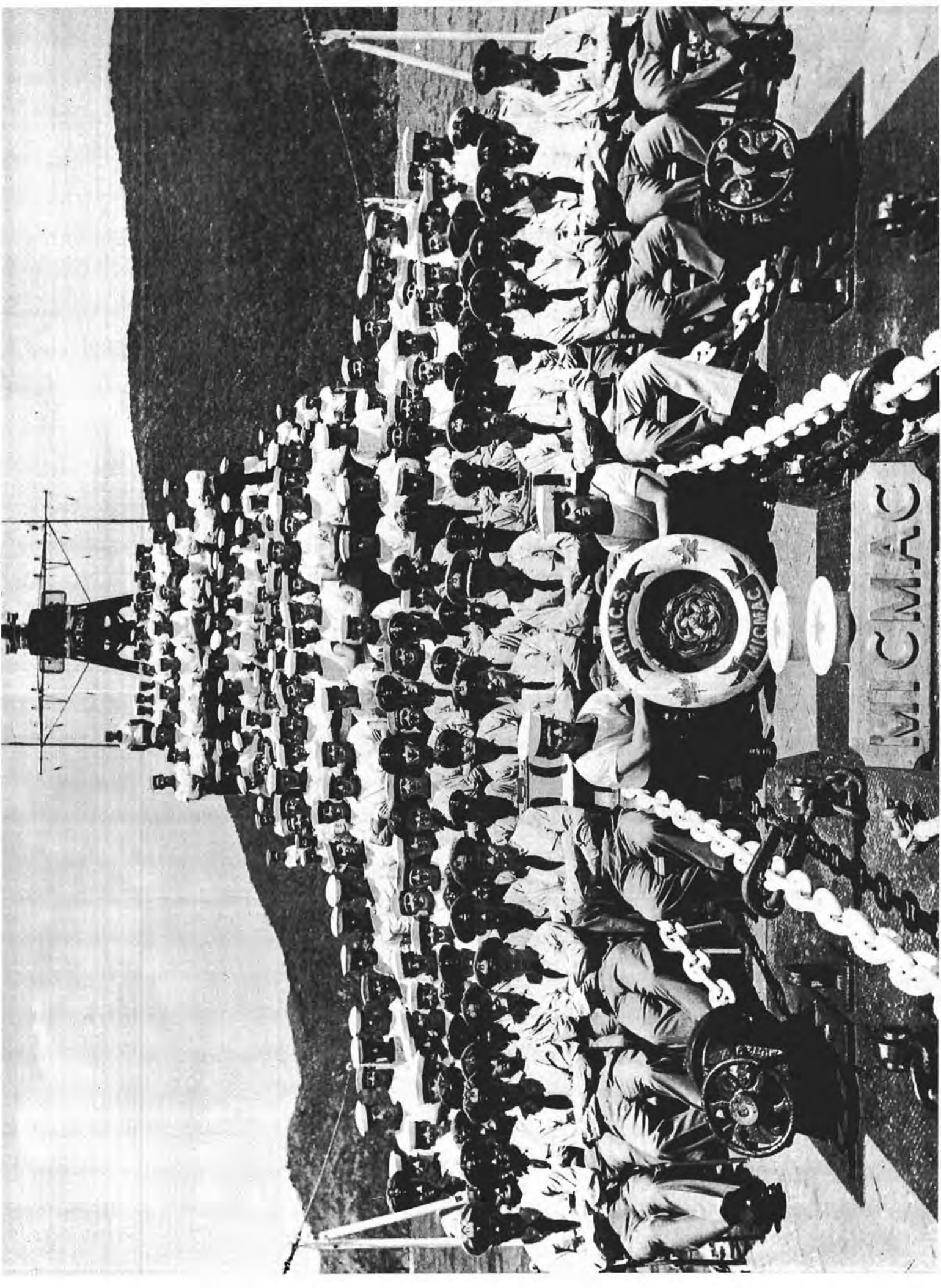
THE SHIPS' companies of the Ontario and the *Sioux* paid a naval mark of respect April 23, St. George's Day, to what was unquestionably one of the most unusual "ships" ever commissioned in the Royal Navy.

It is a small island called Diamond Rock and commonly referred to as the "Miniature Gibraltar of the Caribbean". It lies between St. Lucia and Martinique and owes its immortality in the annals of naval history to the strategic part it played in harassing the movements of the French fleet in these waters during the Napoleonic Wars.

It became apparent to Admiral Hood, then in command of the British naval force in these waters, that Diamond Rock could play a vital part in interfering with the movements of French ships if a British force could be landed there. Looking at the sheer sides of this pinnacle of rock, it is incredible to visualize how anyone could have scaled them to reach the summit. Under Admiral Hood's direction, however, this seemingly impossible operation was carried out by a Lieut. Maurice and a force of 120 seamen and a boy from HMS *Centaur*. Not only did they scale the island but they landed guns and provisions and carried out a siege on French vessels from their lonely vantage point for 18 months.

The rock was commissioned as HMS *Diamond Rock*, but a year and a half later, June 1, 1805, the naval force, running low in powder, was compelled to surrender to a large French squadron.

FAMILY PORTRAIT: On the opposite page is the ship's company of HMCS *Micmac*—taken when the ship was at anchor off St. Thomas, Virgin Islands, during Caribbean exercises in April. (MAG-7125)



LOWER DECK PROMOTIONS

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

ADAMS, James J. LSEM1
 ALSTON, James. C1ER4
 ALTON, James H. LSQR1
 APPS, George C. P2PH2

BANFILL, Arnold P. LSEM1
 BARTLETT, Eugene A. P2EM2
 BECK, Edward C. P2EM2
 BELANGER, Jacques. P2EM2
 BELL, Bernard W. P2QM2
 BERNAYS, Max L. C1QI4
 BERUBE, Gaston J. P2ED3
 BISHOP, Albert G. P2EM2
 BLANCHET, Louis J. LSAA1
 BLOMMAERT, Andrew J. LSEM1
 BROWN, Gordon J. P1RC3
 BUNCH, William S. LSTD1
 BYRNE, Leo P. LSAA1

CALCUTT, Robert W. LSQR1
 CALLIGHEN, James E. C2GI4
 CAMERON, Allen D. LSCK1
 CARPENTER, Ronald D. LSTD2
 CARROLL, Darcy M. LSPH2
 CLINGAN, John A. P1AA3
 COON, Gordon. P2EM2
 COX, Keith R. LSEM1
 CRICHTON, Byron A. LSTD1
 CROOKER, Kenneth J. P2RC2
 CROWDER, Robert T. LSAM2
 CUNNING, Richard C. P2EM2
 CURTIS, James E. LSAA1
 CZOP, Robert M. LSAM2

DALKE, Ronald E. LSEM1
 DEMPSTER, Lawrence A. C2QM3
 DOUBLEDAY, Harry E. P2TD3
 DURBLE, Bruce N. C2AA3
 DURST, George W. P2EM2

EAGLES, William S. P2EM2
 ELLISON, Robert J. P2EM2
 FAHLMAN, Edward S. LSEM1
 FARRELL, Bernard R. LSEM1
 FERRIS, Robert L. P2EM2
 FINNIMORE, Kenneth R. P2CS3
 FLORCHYK, Stanley J. LSEM1
 FOWLER, Stanley A. LSAA1
 FOYLE, Ronald J. P2EM2
 FRANK, Nathan. LSEM1

GAYNOR, Jack S. C1GI4
 GEORGE, Donald K. P2RP3
 GIRLING, Leonard L. C2QI3
 GOUDREAU, Claude J. LSEM1
 GRANT, Erland H. C1GI4
 GREEN, Alexander G. LSTD2
 GREENLEES, Clive A. P2EM2
 GUSTAFSON, Norman B. C2ER4

HALL, David C. LSRP2
 HALL, Stewart M. P2ED3
 HART, William T. C2ER4
 HEWITT, Douglas F. P1ER4
 HODGE, Robert A. LSEM1
 HOLLAND, Orville D. LSEM1
 HOPSON, Norman W. LSEM1
 HORNCastle, John D. LSEM1
 HUMPHREYS, Stephen. P2EM2
 HUNTER, Warren W. LSVS2
 HUTCHISON, James D. LSEM1
 HUTTON, Dudley D. LSRP2

JACKSON, Gordon A. LSQM1
 JAMIESON, Frederick L. P2AF2
 JONES, William. C2EM4

KEARNS, Donald J. P2CK2
 KNIERT, Carl R. LSTD1
 KRAFT, Benjamin F. LSEM1
 KIBICEK, Alfred. P1RC3

LAGUFF, Raymond B. LSEM1
 LAMBERT, Norman W. P2EM2
 LANGEVIN, Donald J. LSAA1
 LARTER, Dewar C. P2RP2
 LASZEWSKI, Benedict J. LSSE1
 LEPAGE, Alphonse J. P1QR2
 LIVINGSTON, Donald. LSAW2
 LORETTE, Valerie C. C2EM4
 LOVE, David D. LSCK2

MacLEOD, Raymond C. P1QM2
 MacMILLAN, Lionel B. LSEM1
 McBRIDE, Frederick G. P2RP2
 McCABE, Thomas G. P1TD3
 McGARRIGLE, Francis R. LSQM1
 McGUIGAN, Basil F. P2QR2

McLAREN, James I. P2EM2
 McMAHON, Daniel P. LSEM1
 McNEIL, Donald F. C2EM4
 MACKEY, Leonard A. P2VS2
 MANUEL, Ernest D. LSPH2
 MARLES, James L. LSEM1
 MARTIN, Robert M. LSSW2
 MARTIN, Sidney J. LSCK1
 MELVILLE, John A. LSAF1
 MILLAR, Guy B. LSEM1
 MILLMAN, John E. LSTD1
 MITCHELL, Vincent D. LSCK1
 MOFFATT, Herbert C. P1AA2
 MOLLER, Theodore A. LSEM1
 MOORE, Percy W. LSPW1
 MORIARITY, James J. LSQM2
 MORLEY, William D. LSRP1
 MUGGAH, Revers. P2AF2
 MURPHY, Ronald P. LSEM1

NEARING, Clifford H. LSAM2
 NEWCOMBE, Charles G. LSPW1
 NEWCOMBE, Kenneth W. LSTD1
 NICHOLSON, James. LSNS1

O'HARA, Bruce E. LSEM1
 O'QUINN, Anthony W. LSLR1

PARENT, David G. LSEM1
 PARENT, Georges G. LSRD3
 PARIEN, Ronald G. LSQR1
 PETERSON, Eric C. LSEF3
 PILGRIM, James A. LSCK2
 PINNOY, Pierre J. LSSE1
 PIRIE, James G. LSEM1
 POTVIN, Paul Emile J. P2RP2

RABIDEAU, Francis. LSEM1
 REPSKI, Roman. LSQM1
 RICE, Douglas H. LSAF1
 RICHARDS, Gordon. LSCK1
 RIDGLEY, Hubert L. P2QM2
 RIGBY, Kenneth J. P1MO3
 ROBERTSON, Robert. P1AA2
 ROYLE, Robert R. LSQM2
 RUSHTON, Gordon H. P1PR3
 RUTHERFORD, Cecil T. P1ER4

SACKFIELD, Clifford S. P2GA3
 SAVAGE, Robert M. LSQM1
 SHARP, John M. LSEM1
 SHEPHERD, Arthur A. P2EM2
 SIMMONS, George E. LSQM1
 SMITH, James A. LSTD2
 SNIDER, Boyd E. LSEM1
 STEEVES, Norman C. LSAM2
 STEVENS, Harold V. C2QI4
 ST. JACQUES, Raymond A. LSMO1

TAIT, Douglas E. LSRP1
 TANCOCK, Theodore. C2ER4
 TAYLOR, Walter E. P1RP3
 THOMAS, Cecil R. C2GI4
 THOMSON, Theodore D. P2RW3
 TONGE, Leslie. C1ER4
 TRUELOVE, Lawrence J. LSQM1
 TYLER, William F. LSEM1
 TYRE, James A. P1AA3

UMPLEBY, Dennis J. P2EM2

VALENTIATE, Roy H. P2AF2
 VAN IDERSTINE, Carl M. C2RC3

WALSH, Edwin J. P1RP3
 WARD, Charles E. LSEM1
 WEATHERSTONE, Randall R. LSMO1
 WOOD, John E. LSEM1
 WOODFORD, Robert G. P2EM2

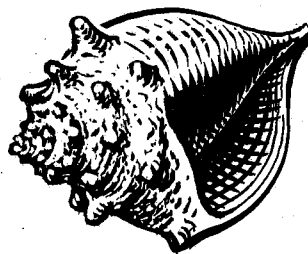
YOUNG, James. C2ER4

WEDDINGS

Able Seaman James J. Graham, *Naden*, to Miss Wilhelmina (Billie) Hislop, *Ottawa*.
 Lieutenant (L) Joseph Anthony Stachon, *Naval Headquarters*, to Miss Mary Knowlton, *Ottawa*.
 Surgeon Lieutenant-Commander Donald V. Willoughby, *York*, to Miss Dawn Shirley, *Toronto*.

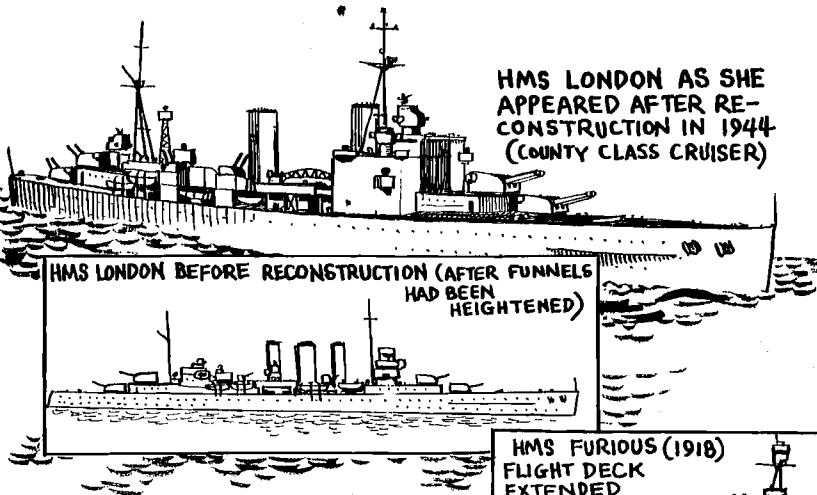
BIRTHS

To Leading Seaman Gordon J. Babin, *Quebec*, and Mrs. Babin, a daughter.
 To Leading Seaman R. B. Bentley, *Comox*, and Mrs. Bentley, a son.
 To Leading Seaman Rolly Carroll, *Cornwallis*, and Mrs. Carroll, a daughter.
 To Petty Officer H. J. Coote, *Athabaskan*, and Mrs. Coote, a son.
 To Petty Officer R. G. Darwin, *Niobe*, and Mrs. Darwin, a daughter.
 To Lieutenant-Commander R. M. Dunbar, *Cornwallis*, and Mrs. Dunbar, a daughter.
 To Able Seaman Francis D. Garel, *Quebec*, and Mrs. Garel, a son.
 To Able Seaman L. H. Grant, *Naden*, and Mrs. Grant, a son.
 To Lieutenant Commander (L) Walter Huculak, *Naval Headquarters* and Mrs. Huculak, a son.
 To Lieutenant-Commander E. J. Hyman, *Naval Headquarters*, and Mrs. Hyman, a son.
 To Chief Petty Officer William Kitchin, *Cornwallis*, and Mrs. Kitchin, a daughter.
 To Petty Officer Ernest McMenemy, *Cornwallis*, and Mrs. McMenemy, a daughter.
 To Leading Seaman G. M. Norman, *Athabaskan*, and Mrs. Norman, a daughter.
 To Able Seaman H. A. Stohl, *James Bay*, and Mrs. Stohl, a daughter.
 To Able Seaman Donald Stuckless, *Stadacona*, and Mrs. Stuckless, a daughter.

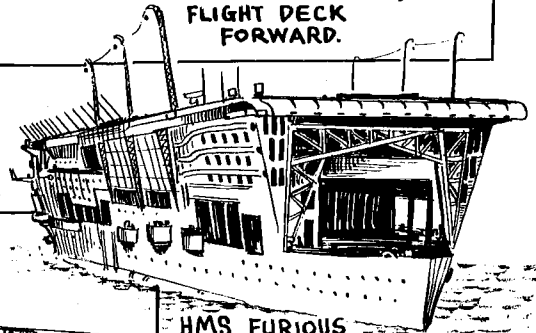
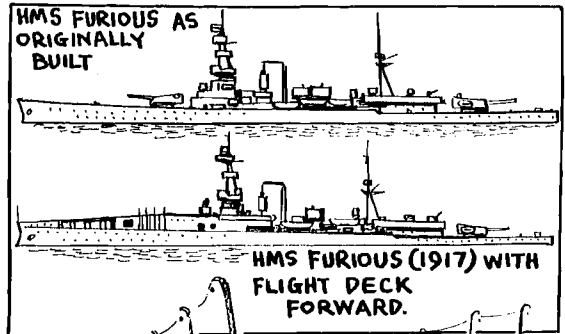


Naval Lore Corner

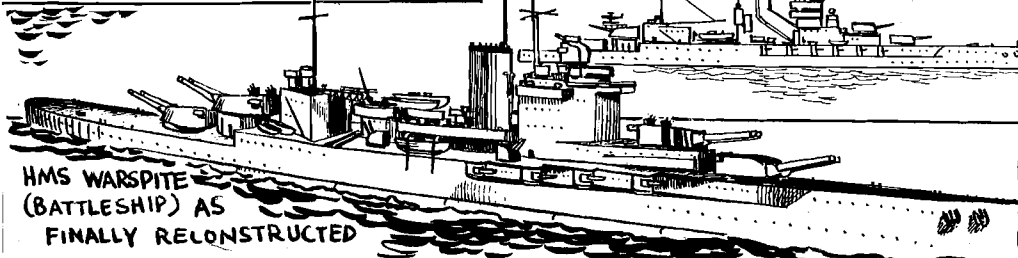
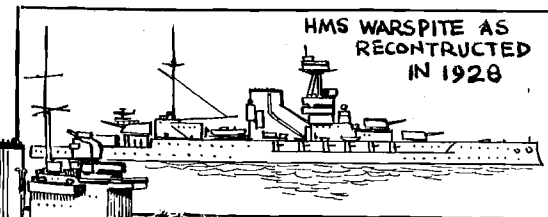
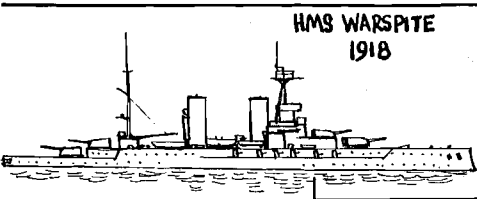
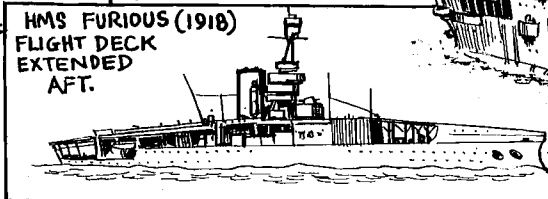
NO. 37
METAMORPHOSIS
of WARSHIPS.



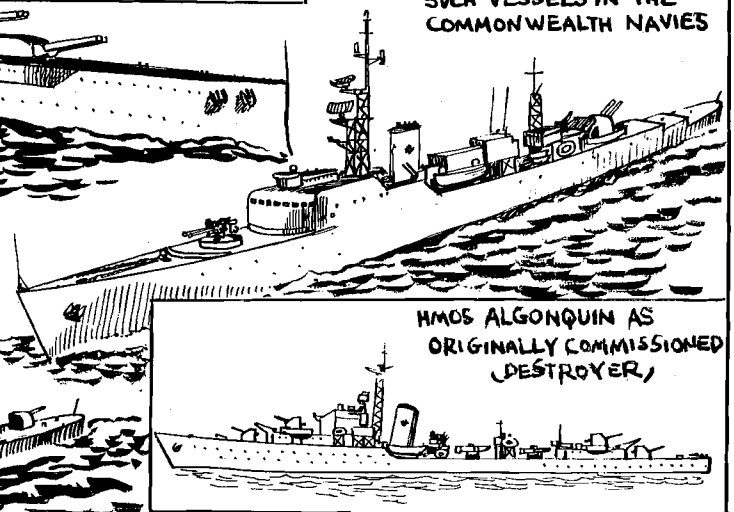
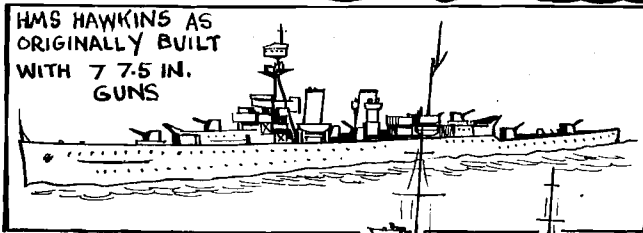
HMS LONDON AS SHE APPEARED AFTER RECONSTRUCTION IN 1944 (COUNTY CLASS CRUISER)



HMS FURIOUS WAS ORIGINALLY A CRUISER MOUNTING 2 18IN. GUNS. SHE WAS ALTERED THREE TIMES AS A CARRIER...



HMCs ALGONQUIN AS RECONSTRUCTED AS AN ANTI-SUBMARINE ESCORT. REPRESENTATIVE OF MANY SUCH VESSELS IN THE COMMONWEALTH NAVIES





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