

The CROWSNEST



Vol. 10 No. 11

September, 1958



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THE ROYAL CANADIAN NAVY'S MAGAZINE

SEPTEMBER, 1958

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LADIES OF THE MONTH

To landlubbers the name Royal Roads usually signifies the Canadian Services College down the road from Esquimalt; to mariners it means an anchorage off the southern tip of Vancouver Island. It was the Royal Roads of the nautical charts that was the scene on July 15 of the only naval spectacle of its kind ever held in Canadian waters—the Royal Fleet Review, held in conjunction with the B.C. Centennial celebrations.

On the opposite page are shown the ships of three nations assembled and awaiting their review by Her Royal Highness the Princess Margaret.

Inshore is the private yacht anchorage and beyond are the more regular lines of the British, U.S. and Canadian warships. (E-46356)

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Department of Public Printing
and Stationery,
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Communications, other than those relating to subscriptions, should be addressed to:

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

The Cover—What happened along the receiving line at Royal Roads to occasion the amused smiles may never be told, but the result was a singularly attractive photograph of Her Royal Highness the Princess Margaret. Guests were arriving for the Royal Fleet Review dinner when the picture was taken. (E-46175)



RCN NEWS REVIEW

Her Royal Highness the Princess Margaret, with Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, and Hon. G. R. Pearkes, Minister of National Defence, in the enclosed bridge of HMCS Crescent during the Royal Fleet Review at Royal Roads, July 15. (E-46127)

Navy Has Big Role In Royal Tour Events

Although her primary purpose in visiting Canada was to participate in ceremonies surrounding the British Columbia Centennial celebration, Her Royal Highness the Princess Margaret came to be regarded by the Royal Canadian Navy as its own special guest.

This was of course largely because of her presence on July 15 at the Royal Fleet Review off Esquimalt — largest display of naval might ever seen in Canadian waters in peace time — and at the naval occasions accompanying it.

Naval participation in the Royal Visit program again came to the fore during the concluding days of Her Royal Highness's visit in the Maritimes. More than 1,000 officers and men were involved in the guards and bands paraded in her honour.

There was one disappointed ship's company. Unsettled weather made it doubtful that Her Royal Highness could travel by air from Saint John, New Brunswick, to Nova Scotia, and HMCS *Assiniboine* stood by to undertake the role of Royal yacht. However, the weather cleared and the Royal journey was resumed by air as scheduled.

RCN's Cruisers Declared Surplus

The cruisers *Ontario* and *Quebec* are to be declared surplus to Royal Canadian Navy requirements. This was announced in the House of Commons at

Ottawa on August 8 by Defence Minister G. R. Pearkes.

"In view of the concept of modern war at sea," he told the Commons, "there is no longer a requirement for a cruiser component in the Royal Canadian Navy. HMCS *Quebec* has been taken out of commission and placed in reserve at Sydney, Nova Scotia. Our other cruiser, HMCS *Ontario*, has been carrying out the role of training ship to the fleet.

"It has been decided now to decommission the *Ontario* and declare her and the *Quebec* surplus to requirements. The training functions which have been carried out by the *Ontario* will be transferred to an operational frigate squadron. The training received in the ships of this group will be based on the requirements of the present fleet.

"Some economies will result from these changes. These included the cruiser's annual running cost amounting to \$1,600,000, and the not inconsiderable cost of maintaining these ships in reserve.

"The officers and men now serving in the *Ontario* are required to man the new destroyer escorts now being completed."

President's Visit Revives Friendships

Vivid reminders of past associations and Second World War camaraderie greeted President Eisenhower during his four-day visit to Ottawa July 8 to

11 through the medium of the Canadian serviceman's uniform.

The U.S. Chief of State and former Allied Supreme Commander was greeted on his arrival at Ottawa's Uplands Airport by a 100-man guard of honour from the 2nd Battalion, The Royal Canadian Regiment, and the RCR Regimental Band.

The following day, July 9, President Eisenhower officiated at a wreath-laying ceremony at Canada's National War Memorial. More than 250 members of the Royal Canadian Navy, Army and RCAF lined streets adjoining the site on Ottawa's Confederation Square. Also in attendance at the ceremony was the band of the Royal Canadian Mounted Police.

Upon the departure of President Eisenhower from Canada, July 11, a 100-man guard of honour from the RCAF formed up at Ottawa's Uplands Airport, along with the RCAF Central Band.

During both his arrival and departure a 21-gun salute was fired by Ottawa's 30th Field Regiment, Royal Canadian Artillery.

Branch Colours To Be Dropped

Branch distinction colours on uniforms of officers of the Royal Canadian Navy will become obsolete by the end of next year, except for the red stripes of the medical branch.

A Naval Headquarters general message, dated August 15, says:

"The wearing of branch distinction colours on sleeves, collar badges and shoulder straps by officers of all branches of the regular force and reserves, except those of the medical branch, will be optional from September 1, 1958, and will be discontinued from January 1, 1960."

The use of coloured cloth to distinguish the various branches of the Royal Navy dates back nearly a century, to 1863, when surgeons were assigned red, engineers purple and the pay branch white. Distinction colours, with two or three exceptions, were dropped by the Royal Navy three and a half years ago.

The most recent additions to branch colours were the light green of the special branch—a catch-all for officers with specialized qualifications of various kinds—introduced during the Second World War and the brick red of the civil engineering branch ("Works and Bricks"), allotted on formation of the branch in the fall of 1955.

Mine Warfare Exercise Held

Two weeks of intensive U.S.-Canadian mine warfare manoeuvres began July 17 at the Atlantic approaches to Sydney, Nova Scotia.

Designated Sweep Clear III, it was the third exercise of its kind held in the Western Atlantic Area, and involved mine warfare units from both countries. A similar exercise was held last year off the coast of South Carolina.

Designed to advance the state of training of NATO mine forces by laying, locating and countering a drill mine field, the exercise was conducted in three phases. The first phase concerned mine preparation and laying; the second phase consisted of mine hunting and countermeasures; and the final phase was devoted to the location and recovery of mines.

Admiral Jerauld Wright, USN, NATO Supreme Allied Commander, Atlantic, designated Rear-Admiral H. F. Pullen, as Commander of NATO's Canadian Atlantic Sub-Area, with headquarters in Halifax, to direct the exercise.

Cdr. A. C. Campbell, RCN, commanded the Canadian naval forces participating in the exercise. They included HMC Ships *Resolute*, *Thunder*, *Chignecto*, *Quinte*, *Chaleur* and *Fundy* of the First Canadian Minesweeping Squadron, and the frigate *Outremont*. An operational diving unit also took part.

U.S. forces were commanded by Lt.-Cdr. B. W. Webb, USN, and included

minesweepers from Mine Division 42, the net-laying ship *USS Yazoo*, and two explosive ordnance disposal teams.

On completion of the exercises on August 4, forces involved visited Halifax.

Italian Cruiser Visits Canada

A two-week visit to Canada by the Italian cruiser *Raimondo Montecuccoli* ended August 21 with the departure of the warship from Halifax for a visit to the eastern United States seaboard.

The 7,000-ton cruiser first visited Quebec City where she stayed from August 7 to 11. Embarked in the ship for the training cruise were 618 officers, cadets and men under the commanding officer Capitano di Vascello Lamberto del Bene who assumed command earlier this year, following an appointment at Italian naval headquarters.

After Quebec City the Italian training ship visited Montreal from August 11 to 16, and Halifax from August 19 to 21.

The *Raimondo Montecuccoli*, bearing the name of a famous Italian general, was commissioned in the Italian navy in 1935. During the Second World War she served in the Mediterranean, escorting convoys between Italy, Albania and Libya. In June 1942 she was damaged during the Battle of Pantelleria.

One of three cruisers now serving in the Italian navy, she has been refitted to provide accommodation for midshipmen and cadets serving on board for training. During her refit, one of her boilers and a forward six-inch gun turret were removed.

The Royal Canadian Navy paraded the Queen's Colour on the arrival at Armdale of Princess Margaret Sunday evening August 10. On Monday, the White Ensign of the RCN was paraded in the Halifax Natal Day parade, at which Her Royal Highness took the salute. Pictured is the scene during a dress rehearsal in Stadacona. Lt. Anthony Scott is the Colour Officer, using in this case a practice ensign. (HS-53848)



Sailors Provide North Radio Link

On a rocky site near the fringe of the Arctic Circle ten Canadian sailors are making an important contribution to the resupply of DEW Line sites and northern outposts in Canada's Eastern Arctic.

The sailors, all communicators, operate Naval Communication Facility Frobisher, two miles above the town of Frobisher on Frobisher Bay, Baffin Island. Identified by the call sign CFI One, they provide the radio link between ships plying the northern routes and Halifax and Washington.

CFI One went into operation on June 15 on a full-time shipping season basis, and will cease operations on October 15. During this time the facility will have handled hundreds of messages from merchant ships, Canadian government ships and Military Sea Transport vessels of the United States. With the uncertain radio broadcasting conditions existing in the Arctic and the frequent blackouts that take place, CFI One is the one reliable link between the ships and civilization.

The crew and equipment were flown into Frobisher in the latter part of May and set up their "radio shack" on its rocky site two miles above the Bay.

They soon integrated themselves with the community life and they took an active part in the Dominion Day celebrations at which the Department of Transport and the Department of Northern Affairs were co-hosts. The day was rounded out by a giant fish-fry and a spectacular Eskimo dance. They also draw from their limited numbers to enter into competitive sports

against United States Air Force personnel stationed there.

CLI One also played host to two anti-submarine Tracker aircraft from HMCS *Shearwater* in June. The aircraft assisted the USAF Direction Team, by flying a voluntary radar line-up mission over the airfield to help establish a glide path for ground control.

Naval Communication Facility Frobisher is under the command of Cd. Comm. Off. J. L. Kay. He is assisted by PO H. W. Dyck. The other members of the team are Leading Seamen R. Babcock, James J. Benson, Robert G. Mack, William K. Seward, Joseph L. La Tullipe, William R. Perrin, Maurice Kennedy and Halden E. Budgell.

Sailor Witnesses Lebanon Revolt

What's it like to be the lone representative of the Royal Canadian Navy in one of the world's "hot spots"?

The answer can be supplied by PO David A. Kurts, who is in charge of the United Nations Emergency Force fleet in the Middle East—one landing craft.

Writing from Beirut, Lebanon, on June 14, PO Kurts detailed the events that led up to his landing in Lebanon and finding himself in the thick of rebel activity against the government.

"On April 8 we arrived in Gaza from Beirut and Haifa," he writes, "and immediately launched into a scheme to familiarize the Army with LCM operations. We carried out several vehicle, stores and troop embarkation and debarkation exercises. These exercises were terminated with one final display for General E. L. M. Burns and the senior officers of all contingents.

"I am proud to say that the final exercise was a great success. We (the LCM) were working together with the Royal Canadian Engineers and the cooperation could not have been better.

"Very shortly after the exercise an urgent call was received from UNWRA (Lebanon). They requested the LCM be made available to them for the purpose of supplying rations to a refugee camp just north of Tripoli. This was necessary because all road communication was cut off.

"After sailing on very short notice we arrived in Beirut on June 10 and awaited instructions. No further instructions have as yet (June 14) arrived.

"In the meantime we work aboard the LCM during the day but are confined to our hotel by the 2000-0500 curfew in force.

"The situation in Beirut is rather confused. There was heavy fighting

all through the city today. Tanks and jet aircraft were in use and first reports indicate many casualties. Much of the fighting was very close to our hotel and at times it begins to worry one. Despite everything, we don't lack for anything in the line of food and comfort so far, so we aren't complaining."

PO Kurts' concluding sentence is:

"I must admit, although this duty has been priceless in experience, I will be very glad to get back to our Navy."

FRIGATES GIVEN TO NORWAY

CANADA has transferred ownership of three Prestonian class frigates to Norway. The transfer took place by an exchange of notes July 1 between the Canadian Ambassador in Norway and Norway's foreign minister.

The three warships were the *Penetang*, *Toronto* and *Prestonian*, now serving as the *Draug*, *Garm* and *Troll* respectively.

The Prestonian class frigates, all veterans of the latter part of the Second World War, were loaned to Norway early in 1956 following extensive modernization.

The *Penetang*, which first commissioned on October 19, 1944, was loaned to Norway on January 25, 1956; the *Toronto*, first commissioned on May 6, 1944, was loaned on April 14, 1956, and the *Prestonian*, first commissioned September 13, 1944, loaned April 24, 1956.

In addition to the exchange of notes, a public ceremony to mark the transfer was held July 18 on board KNM *Garm* which visited Oslo especially for the occasion.

The ceremony began at two o'clock in the afternoon when Dr. R. A. MacKay, Canadian Ambassador to Norway, accompanied by the Canadian naval attaché, Cdr. R. C. Chenoweth, and other embassy officials, proceeded on board the *Garm*. With a bugle salute, the ambassador was received by Vice-Admiral Johs. E. Jacobsen, Commander in Chief, Royal Norwegian Navy, and Mr. Nils Handal, the Minister of Defence.

A guard was paraded on the quarterdeck where the remainder of the ship's company was also fallen in. Representatives of the Royal Norwegian Ministry for Foreign Affairs, other officials and members of the press were also present.

Following an inspection of the guard and ship's company by the ambassador and Mr. Handal, Dr. MacKay made a

U.S. Ships Stay To See Natal Day

Two U.S. Navy escorts, USS *Whitehall* and USS *Amherst*, arrived in Halifax on August 8 from Philadelphia on a recreational call. The 180-foot, 40-ton steel escorts berthed at Jetty Zero in the Dockyard. A total of 10 officers and 95 men were involved in the visit.

Originally, the escorts were to leave August 11, but on learning it was Halifax Natal Day they decided to remain until the 12th.

brief speech in which he spoke of the relationship between Norway and Canada.

"We Canadians value highly our close associations with Norway in war and in peace," said Dr. MacKay. "We were happy to afford you training facilities during the dark days of war, and air training facilities more recently. We are both members of the United Nations where we have worked together to preserve the peace. Canadian and Norwegian contingents form part of the United Nations Emergency Force and the United Nations Truce Observation Corps now in the Middle East.

"We are both members of NATO and have worked together to strengthen this alliance. We Canadians regard Norway as the North European bastion of the Alliance. If by transfer of title of these ships to you we can do anything to assist you in strengthening your defences, we feel that we are strengthening NATO defences and our own as well.

"May I extend to you, officers and men of this ship, the best wishes of the Canadian Government and the Canadian people in your operation of this ship. May this be a happy as well as an efficient ship. I am sure that it will be, in your hands. May I also extend similar good wishes to the officers and men of your two sister ships, the *Troll* and *Draug*.

"It is the sincere hope of every Canadian, as I am sure it is of every Norwegian, that these ships will never have to fire a shot in action. But we Canadians know well that if such dread circumstances were to arise, these ships would give a good account of themselves.

"We know that, whether in war or peace, these ships in your hands will live up to the best traditions of the Royal Canadian and the Royal Norwegian Navies."

Britain to Scrap HMS Vanguard

Britain's last and biggest battleship, HMS Vanguard, is to be scrapped. The giant warship, which has never seen action, has been used as a flagship of the reserve fleet.

Ordered on March 14, 1941, she was laid down on the Clydebank on October 2, 1941, launched on November 30, 1944, and completed on April 25, 1946.

With a displacement of 51,420 tons, full load, she has an overall length of 814½ feet, a beam of 108½ feet and a maximum draught of 36 feet.

Her guns include eight 15-inch 42 calibre, 16 5.25-inch; 60 40mm Bofors anti-aircraft, including nine six-barrelled, one twin and four single, and four three-pounder saluting guns.

She has a 16-inch belt of armour and her turrets have 15-inch armor. She has Parsons single reduction geared turbines and four shafts. Her shaft horse power is 130,000 and her sea speed 29.5 knots.

The Vanguard has eight Admiralty three-drum type boilers and an oil fuel capacity of 7,000 tons. Her radius is 10,360 miles at 20 knots, and 14,000 miles at economical speed. Her complement was laid down as 1,600 peacetime and 2,000 wartime.

Naval Blimp Tours Canadian Arctic

A 6,200-mile Arctic trip by a U.S. Navy blimp in late July and early August set a record for the farthest flight north of a lighter-than-air craft.

Captain H. B. van Gorder, a leader of the expedition, said the blimp had "conclusively proved its usefulness in Arctic research. The blimp passed within 25 miles of the magnetic North Pole and about 600 miles from the geographic North Pole. The northernmost navigational reading was 79 degrees 10 minutes North latitude.

The 343-foot blimp left the naval air station at South Weymouth, Mass., on July 27, four days after the submarine Nautilus left Honolulu on her historic voyage under the Arctic ice and the geographic North Pole. Part of the airship's task was to go to ice island T-3 to carry out Arctic experiments in connection with the International Geophysical Year.

Two Canadians were included in the light crew of 14. They were Commodore O. C. S. Robertson, RCN, who commanded the Labrador on her 1954 Arctic voyage which made her the first naval vessel in history to complete the Northwest Passage. The other was Wing Cdr.

President Urges Second Language

Learn a second language.

This was the advice given to graduating midshipmen of the United States Naval Academy, Annapolis, Maryland, by President Dwight Eisenhower on June 4.

The president spoke of the value of "improving your ability to communicate with your fellow men . . . Our high schools and colleges recognize that our standards in expression have been too low. But we cannot afford to wait for the next generation! All of us must start now."

He hoped that each graduate would achieve genuine proficiency in a second language.

"We are indeed poor linguists. And we are too much handicapped because so many of our people have failed to become knowledgeable in a language other than our own. Success in this will do much to improve human understanding in a world of great cultural diversity, and thus to strengthen our relationships with other people. This is one indispensable step toward a peaceful world."

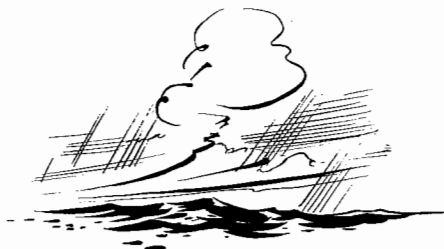
Keith Greenway, RCAF, an Arctic expert, who served as the blimp's navigator.

A human sidelight to the blimp's voyage was the aid given a wounded Indian boy by a USN Super Constellation which acted as supporting aircraft for the blimp.

The four-engine aircraft flew 14-year-old Ezra Beardy to Winnipeg for hospital treatment of a serious bullet wound suffered in a hunting accident near Churchill, Man., over 600 miles north of the Prairie city.

Two Nuclear Subs Travel Under Pole

A letter from Britain's Defence Minister Duncan Sandys, which was awaiting the U.S. submarine Nautilus when she arrived at Portland, England, from her historic voyage under the ice to the North Pole, will have a permanent place on the bulkhead of her wardroom.



The letter, addressed to Cdr. W. R. Anderson, commanding officer of the Nautilus, reads:

"As British Minister of Defence and as your guest in Nautilus last year, I send you and all on board my wholehearted congratulations on your historic voyage under the ice-cap of the North Pole.

"You have opened the way for a dramatic advance in peaceful communications, while the military possibilities you have established are clear for all to see.

"The individual courage and technical skill which went to the accomplishment of this feat have won you the admiration of the whole world. Your voyage will rank with the exploits of the past and will be numbered among the great stories of maritime exploration.

"Good luck to you and to all your crew and to your famous ship."

The praise was well deserved for, in becoming the first ship to reach the North Pole, the Nautilus, the world's first atomic submarine, steamed more than 1,800 miles underneath the polar ice pack from Point Barrow, Alaska, to the Greenland sea in 96 hours.

The voyage pioneered a new and shorter route from the Pacific to the Atlantic and Europe. It also added to knowledge of sub-surface conditions in the Arctic basin.

Leaving Honolulu on July 23, the Nautilus sailed north through the Bering Strait, submerged off Point Barrow, cruised under the North Pole on August 3, surfaced off Spitzbergen in the Greenland Sea, and arrived at Keflavik, Iceland, on August 7.

The total distance travelled by the Nautilus was almost 8,000 miles, at an average speed of 18.7 knots. U.S. Navy officials disclosed that 97 per cent of the voyage was submerged.

A crew of 116 officers, enlisted men and scientific observers was aboard.

On August 11, USS Skate, smallest of the USN's three nuclear submarines, achieved the second crossing beneath the ice of the North Pole.

Following the passage of the Nautilus, the 2,200-ton Skate surfaced at a break in the frozen seas 40 miles away from the pole to report her success by radio.

Carrying a complement of 19 officers, 87 crewmen and nine civilian technicians, the 267-foot Skate, commanded by Cdr. James F. Calbert, was equipped for the voyage through the uncharged North Pole waters with an "inertial navigator" similar to that carried by the Nautilus, since magnetic and conventional gyro compasses are almost useless in those latitudes.

THE ROYAL ENGINEERING COLLEGE

Manadon Replaces Keyham as Training Centre

ON JULY 29 His Royal Highness Prince Philip, Duke of Edinburgh, opened the new officers' mess at the Royal Naval Engineering College, Manadon—the first such mess to be designed in contemporary style for the Royal Navy.

Earlier, as the result of an appeal sponsored by the RCN's Engineer-in-Chief, Commodore B. R. Spencer, a gift of \$180 was presented to the college on behalf of RCN officers to buy trees and shrubs to help landscape the college grounds.

Few colleges can lay claim to a more eventful yet stormy background than that of the Royal Naval Engineering College, and it is perhaps difficult to realize that the present college has emerged from what was for years the subject of bitter wrangling and harsh debate on the part of the public press and, indeed, of the Admiralty itself.

It is a far cry from 1843 and the days of the barque *Sulphur* moored at Woolwich and used for the training of "engineer boys", to their modern counterparts of today, skilled in the naval sciences and specializing in the fields of marine, aeronautic and ordnance engineering.

Let the reader pause awhile to look back over the years and to consider the

modest beginning of the naval engineer. To do so it is necessary to turn back the pages of naval history to the year 1837. It was in that year the need became apparent to the Admiralty for the formation of a definite engineering branch, integrated in such a manner as to form part of the naval service.

Up to this time, the Royal Naval College, Portsmouth, had been devoted exclusively to the education of naval cadets, known as "volunteers", but after 1836 instruction in steam was initiated for half-pay naval officers, and later for those of the Marines.

In 1843, the barque *Sulphur* was set aside to accommodate engineer boys under training at Woolwich, and in the same year the first dockyard schools were started.

About 1849 the Navy List made its first reference to engineers, and by 1851 that grand institution, the Royal Naval Engineers' Club, was meeting at Lions Terrace, Portsea. The club continued in existence until the early 1900s.

The year 1853 saw little progress in the status of the engineer or his form of training, although military officers in the Royal Navy were still being trained in steam and permitted to be examined at Woolwich instead of Portsmouth.

By 1859, the long drawn out struggle for supremacy between sail and steam was won. After a period of almost half a century, the vital problem which had provoked such bitter arguments from the proponents of both sail and steam was resolved, and thereafter on every ship laid down for service in the Royal Navy was fitted with engines and boilers.

An unsuccessful attempt was made in 1862 to convert HMS *Devonshire*, originally a 74-gun ship, which had lain in idleness at Sheerness, into a floating college for the education of engineer officers.

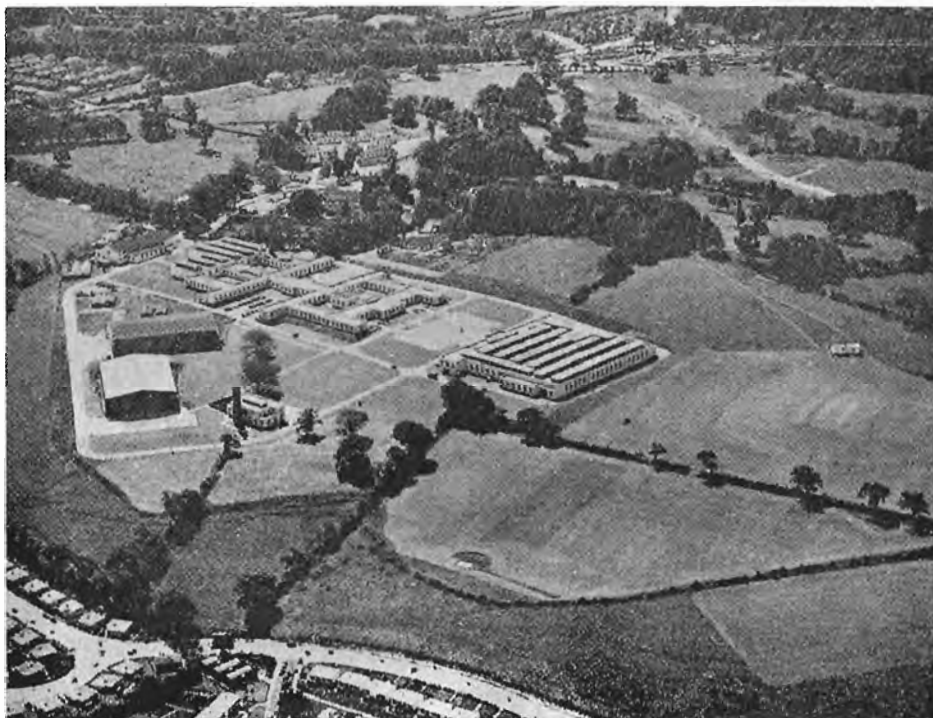
During this unsettled period, between 1860 and 1863, the term "engineer boy" was discontinued and the name "engineer student" substituted. Although uniforms had been worn by engineer officers since 1837, an official uniform was now introduced to which was added the purple stripe. The year 1860 saw the foundation of the Institute of Naval Architecture, and it was from this institute that the Royal School of Naval Architecture and Marine Engineering emerged, devoted to the teaching of naval sciences.

The original site of the Royal School of Naval Architecture and Marine Engineering was at South Kensington, but these buildings have long since given way to what is now the Victoria and Albert Museum.

In 1873, in the reign of Queen Victoria, the Greenwich Hospital for naval pensioners became the Royal Naval College, Greenwich, and this hastened the close of the short-lived Royal School of Naval Architecture and Marine Engineering, South Kensington.

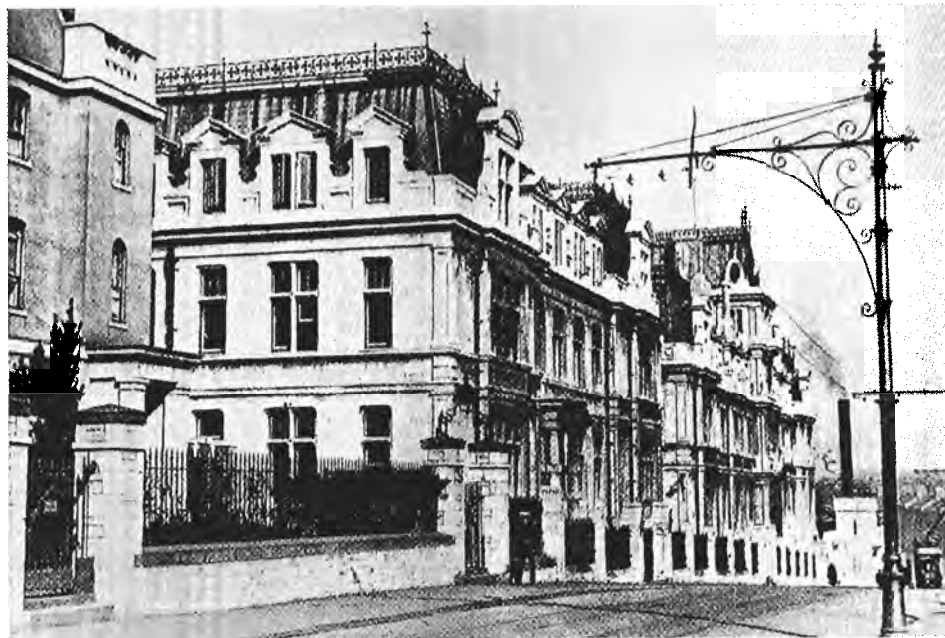
Due to the untiring efforts of Vice-Admiral Sir Astley Cooper Key, the 121-gun wooden, screw line-of-battle-ship *Marlborough* was allocated as accommodation for engineer students under training at Portsmouth, and the *Marlborough* continued to serve in this capacity from 1877 to 1888.

Work was commenced in 1879 on a suitable training school for engineer



Aerial view of the new Royal Naval Engineering College at Manadon.

NOTE: Until relatively recent times, officers in the Royal Navy were classed as either "military" or "civil". The "military" officers fought the ship and were at first the only ones accorded commissioned ranks; the "civilians" sailed the ship and had to be content with warrant rank until the latter part of the 19th Century.



The former Royal Naval Engineering College at Keyham, which is to be taken over by Devonport Dockyard Technical College.

students and the site selected was Keyham, Devonport. This training school was referred to by its students as the Royal Naval Engineering College, and some years later the name was officially accepted.

The last batch of engineer students were transferred from the *Marlborough* to the Royal Naval Engineering College, Keyham, in 1888, and their status on entry was changed to equal that of naval cadet.

The Selborne-Fisher scheme of 1902 and its advocacy of one system of supply, entry and training for all naval officers gradually became the subject of heated debate, leading to bitterness and rancour but, despite all discussion as to the merits or demerits of the common entry, the system forged ahead. By 1905, the last entries had entered the Royal Naval Engineering College, Keyham, in 1910 the college closed and the buildings were put to other naval uses.

With the recall of Lord Fisher in 1915 to his old post of First Sea Lord by Mr. Winston Churchill, the First Lord, the status of the engineer officer was changed from that of civil officer to military officer.

The Royal Naval Engineering College, Keyham, was reopened in the years following the First World War, and the year 1922 marked the occasion when the first batch of midshipmen entered the college to train specifically in engineering.

The Selbourne-Fisher scheme was eventually repealed by an order-in-council in 1925, and the Royal Navy was then divided into no fewer than 12

categories. With the coming of this order the old question of military and civil officers faded into history.

With the ever-increasing numbers of junior officers requiring training, not only from the Royal Navy but from Commonwealth navies and foreign navies, the facilities of the Royal Naval Engineering College, Keyham, were found to be inadequate, and in 1936 the Admiralty purchased land at Manadon, near Crown Hill on the outskirts of Plymouth, for the purpose of building a new college.

Standing within these grounds is Manadon House, said to have been built in the early years of the 17th century by that famous architect of English mansions, Inigo Jones, and now the residence of the commanding officer. The new college, called the Royal Naval Engineering College, Manadon, was opened in 1940, although many of its buildings were of a temporary nature, and during the period of the Second World War full use was made of both the Keyham and Manadon establishments.

Building continued apace of the new instructional blocks and hangars, and in 1946 the entire establishment comprising the old college at Keyham and the fast growing new college at Manadon was commissioned as HMS *Thunderer*.

Between 1946 and 1958, the building of laboratories, lecture rooms and workshops has continued, and these buildings will one day contain the nucleus of what may well be the finest engineering training facility in the United Kingdom.

No fewer than 85 officers now serving in the RCN have passed through the portals of RNEC, Keyham, and more recently RNEC, Manadon, and at the present time 39 junior officers of the RCN are under training at RNEC, Manadon. Commodore Spencer, mentioned above, and Rear-Admiral (E) W. W. Porteous, Chief of Naval Technical Services for the RCN, are both graduates.

Little remains to be said of the association of the naval engineer with the Royal Naval Engineering College, but these words spoken by Mr. Churchill in February 1940 are worth remembering.

"Our ships, great and small, have been at sea more continually than was ever done or dreamed of in any previous war since the introduction of steam. Their steaming capacity and the trustworthiness of their machinery is marvellous to me . . . But now they seem to steam on for ever, even ships with old engines under modern care. This reflects the very greatest credit on the engineering branch of the Royal Navy, and I wish to pay my tribute to them here in the House of Commons, and ask the House to join me in it, so that these many thousands of faithful, untiring engineers may learn, as they will learn, that we here in London understand what they have done and are doing and that we admire their work, and thank them for it."—P.V.R.

NOTE: Grateful acknowledgment is made to Cdr. G. B. Penn, RN, and his excellent history of naval engineering, "Up Funnel—Down Screw" for the historical information in the foregoing article.

Red Cross Thanks Armed Services

Gratitude for the co-operation existing between the Canadian Red Cross Society and the Royal Canadian Navy is expressed in a letter addressed by the chairman of the National Executive Committee of the society to the Chief of the Naval Staff.

The letter reads, in part:

"The Central Council of the Canadian Red Cross Society at its recent annual meeting unanimously approved the following resolution:

"The Central Council of the Canadian Red Cross Society salutes the Navy, Army and Air Force for the splendid co-operation they have given to the Red Cross."

"We know we can always count upon the Navy when in trouble, particularly in times of disaster. In addition, we are constantly grateful for the splendid way in which your personnel support our blood donor panels."

GRADUATION DAY AT VENTURE

FORTY-TWO officer cadets of the Royal Canadian Navy graduated from HMCS *Venture*, the RCN's officer-training establishment at Esquimalt, on August 8.

Having completed two years of concentrated training ashore and at sea, the *Venture* cadets were inspected and addressed by Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, who also presented major awards to outstanding cadets. The officers of tomorrow graduate as midshipmen, with some going directly into the executive branch of the fleet, and others specializing in naval aviation.

The graduation program began at 2 p.m. with a physical training display on the *Venture* playing field. Later the cadets formed up on the parade ground for precision drill.

This year the cadets' parade was carried out largely without verbal orders, the various manoeuvres being indicated by the roll and beat of drums. Familiar naval bugle calls were sounded at appropriate moments. To many of the spectators and guests, these recalled memories of stirring days of service in the Royal Navy or the RCN.

At the conclusion of the drill, the cadets formed a "V" and awards were presented. Then the final march past began. Cadets of the senior term marched through the ranks of their juniors and at that precise instant became midshipmen in the Royal Canadian Navy. The new midshipmen broke into quick time and passed in salute before Rear-Admiral Rayner, who had earlier addressed them briefly.

After the ceremony a tea was held on the grounds of the Admiral's residence in HMC Dockyard. Many of the cadets' parents, from homes across Canada, attended the graduation.

Six major individual awards were presented to cadets for outstanding marks in various fields. The coveted Officer's Sword, awarded to the cadet with the highest officer-like qualities, was presented to Cadet Mark L. Crofton.

Other awards and their recipients were as follows: Officer-of-the-Watch Telescope, for the highest standing in scholastic and professional subjects and officer-like qualities, to Cadet Robert A. Morrison;

The Pullen Trophy, awarded for highest professional achievement, to



These smiling young gentlemen are the winners of major awards presented August 8 at *Venture* graduation ceremonies. Awards were presented by Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast. Cadets and their awards, from left, front row: James E. D. Bell, Hampton Gray Shield, for outstanding marks in athletic ability and sportsmanship; William H. Nash, (Cadet Captain), the Jeune Bros. Trophy on behalf of Grant Division, winner of inter-divisional sports competitions; and L. S. McDonald (junior cadet) the Venture Officers' Shield, for outstanding ability and sportsmanship in the Junior Year; back row: Robert A. Morrison, the *Venture* Trophy, for highest standings amongst executive (air)cadets, and the Officer-of-the-Watch Telescope, for highest standing in scholastic and professional subjects and officer-like qualities; Peter William Cairns, the Naden Trophy, for highest standing amongst Executive Cadets; Mark L. Crofton, the Officer's Sword, for highest officer-like qualities, and Herbert Ray Beagle, the Pullen Trophy, for highest professional achievement. (E-46469)

Cadet Herbert Ray Beagle;

The *Venture* Trophy, for highest standing among Executive (Air) Cadets, to Cadet Robert A. Morrison;

The *Naden* Trophy, awarded for the highest standing amongst the Executive

Cadets, to Cadet Peter William Cairns, and

The Hampton Gray Shield, for outstanding marks in athletic ability and sportsmanship, to Cadet James E. D. Bell.

OFFICERS AND MEN

Victory Notches To Be Preserved

Old battle scars on a still active destroyer escort are to be preserved as a reminder of the deeds of a famous fighting ship.

They are eight notches, carved in the railing around the bridge of HMCS *Haida*, which mark successful engagements with surface ships and a submarine of the German Navy during the Second World War.

While the railing, with its notches, has been preserved zealously throughout the ship's several modernizing phases in the past 14 years, it eventually will go to the Maritime Museum of Canada in Halifax.

The notches were carved by the present Chief of the Naval Staff, Vice-Admiral H. G. DeWolf. He was captain of the *Haida* in the rank of commander during the spring and summer of 1944, when the Tribal class destroyer took part in several operations against the enemy in the North Sea, English Channel and the Bay of Biscay.

From April to September of that year, the *Haida* fought eight night engagements. It was during this time that she assisted in the destruction of four destroyers, 10 other warships, and inflicted major damage to three other destroyers.

In addition, while working in the Channel, she helped to destroy a German submarine.

The notches are displayed proudly to all visitors to the ship. The *Haida*, rearmed as a destroyer escort, is a unit of the First Canadian Escort Squadron operating out of Halifax.

Servicemen Good Salesmen for Canada

Armed services personnel at the Canadian Joint Staff in London are doing such a good job of selling Canada that increasing numbers of the British girls who work there are emigrating to Canada.

The Joint Staff employs a number of British girl stenographers and clerks, and Canada and things Canadian have become a prime conversational topic among them.

During the last year at least six civilian CJS employees have emigrated to Canada, and another seven indicate



Lt.-Cdr. H. E. Taylor, training officer in the *Haida*, shows visiting Sea Cadets eight notches in the bridge railing of the destroyer put there by Vice-Admiral H. G. DeWolf, now Chief of the Naval Staff, when he commanded the *Haida* in her famous fighting days overseas in the Second World War. The marks represent successes in action against German surface forces and a submarine. Cadets and their corps are, left to right, Cdt. PO James C. Joyce, RCSCC Victory, Montreal; Cdt. PO Edward Vishek, RCSCC Renown, St. Catharines, Ont.; Cdt. PO John John Hume, RCSCC Iron Duke, Oakville, Ont.; Ldg. Cdt. Edwin Flaherty, RCSCC Lachine, P.Q., and Cdt. PO Gary Sutherland, RCSCC Admiral Mountbatten, Sudbury, Ont. (HS-53334)

they plan to do so this year. Most of the girls, say CJS officers, knew little about Canada until they obtained jobs at the Joint Staff.

One of the girls emigrating this summer is 20-year-old Chris Manchester, a secretary. She expects to settle in Ottawa and obtain a secretarial job.

WEDDINGS

Able Seaman John Francis, *New Waterford*, to Miss Dorothy Jean Butters, of Edmonton.

Able Seaman Gordon C. Roth, *New Waterford*, to Miss Martha Eugenia Mehrer, of Victoria.

BIRTHS

To Petty Officer Cecil S. Brown, *Stadacona*, and Mrs. Brown, a daughter.

To Leading Seaman D. W. Carlson, *New Waterford*, and Mrs. Carlson, a son.

To Able Seaman Alvin French, *New Waterford*, and Mrs. French, a daughter.

To Able Seaman Raymond Gill, *New Waterford*, and Mrs. Gill, a daughter.

To Leading Seaman Lloyd Griffon, *New Waterford*, and Mrs. Griffon, a daughter.

To Chief Petty Officer Norman Tapping, *New Waterford*, and Mrs. Tapping, a son.

"I'll miss my family," said Miss Manchester, "but by going to Canada I'll be starting a new life and gaining far more than I'll lose."

Liz Fryer, supervisor of the Joint Staff's message centre for the last eight years, was to leave for Canada in July.

"I have heard about the wonders of Canada for so long that I'm curious to find out what it's really like," declared Miss Fryer. She is probably more familiar with some aspects of Canadian geography than many Canadians, for her job over an eight-year period has been despatching messages and cablegrams to military units in all parts of Canada.

Another British girl at the Joint Staff, 21-year-old Anne Morris, a typist, is "reading up" on Canada. She plans to live in Ottawa.

Michaeline Harris is a Joint Staff employee who wants to find out "if it's real what she's heard about Canada." She is heading for Kingston, Ont.

Mary Husbands, who sails for Canada this summer explains that "I don't suppose the idea of emigrating to Canada would ever have occurred to me if I hadn't worked for the Canadian Joint Staff."

CJS personnel don't particularly like the idea of losing so many of their civilian staff, but they feel that their loss is Canada's gain, and they keep right on talking about Canada.

Important Post for Ex-Naval Officer

A wartime naval officer, Gordon Stead, was recently appointed Director-General of the Department of Transport's marine services.

Mr. Stead was a lieutenant-commander, RCNVR, during the Second World War and was awarded the Distinguished Service Cross and Bar.

He received his DSC on September 29, 1942, for his part in minesweeping operations at Malta and his bar on May 30, 1944, "for good service in the attack of Salerno."

COND 'Pioneer' Goes Teaching

One of the "pioneers" of the headquarters command of the Royal Canadians Navy (Reserve), Hamilton, has left the naval service to take a teaching post at North Toronto Collegiate, Toronto.

Lt.-Cdr. S. R. Huntington, Staff Officer (Officer Personnel) for the Commanding Officer Naval Divisions has bade farewell to his associates after five years service with COND.

He was given a presentation stein by his fellow officers at a brief ceremony in the *Star-Patriot* wardroom June 13.

Ship's Funds Go To Charities

Almost \$2,500 was disbursed to local and naval charities by the ship's company of HMCS *Micmac* on the destroyer escort's paying off into refit late in June.

The largest amount, \$520, went to the King's College Naval Bursary. The Command Well Baby Clinic received \$500. Protestant and Catholic orphanages of Halifax and the Nova Scotia Coloured Children's Home received \$300 each and an equal amount went to the Nova Scotia Hospital at Dartmouth. The balance, \$259.80, was donated to the RCN Benevolent Fund.

In addition, a television set was presented to the Catholic orphanage in Halifax and playground equipment was obtained for the Protestant institution.

These contributions are made from profits from the operation of ship canteens and are classified by the Navy

as "non-public funds". It is customary for ships of the RCN to donate to benevolent activities most of the money so accumulated in the course of commission.

New Directors Named at HQ

Cdr. James B. Fotheringham took up the appointment of Director of Naval Aviation at Headquarters July 7. The former Commander (Air) of the *Bona-venture*, he succeeds Cdr. Victor J. Wilgress, who became Director of Surface and Air Warfare at Headquarters July 14.

Cdr. Fotheringham joined the RCNVR in 1940 as an ordinary seaman and was subsequently commissioned and began his flying career in 1944. Cdr. Wilgress entered the RCNVR at the outbreak of war with a commission and also began flying training in 1944.

Naval Firemen Win Trophies

The Naval Fire Department first aid team from HMC Dockyard won the Davis Cup (not the tennis variety) and the Daily Colonist Trophy in the St. John Ambulance Association field day held recently in Victoria.

Because it has also won the highest aggregate score in all men's competitions, the team represented lower Vancouver Island in the provincial championships.

Earlier this year the fire department team won the provincial elimination and

the right to represent British Columbia in the Dominion finals for the Tyro Trophy. The results of this competition are awaited.

B. B. Geale Heads Toronto NOA

The president of the Toronto branch of the Naval Officers' Association of Canada for 1958-59 is B. B. Geale, who was elected to succeed W. A. E. Sheppard. Vice-presidents are J. W. F. Goodchild and J. F. Howard. Other officers include W. E. Brown, secretary, A. A. McMichael, treasurer, and W. Tennent, membership secretary.

Officer Returns From U.S. Tour

Lt. George B. Daugherty has joined VS-880 at *Shearwater* after two and a half years as a pilot in the U.S. Navy's Air Anti-Submarine Squadron 36, at Norfolk, Va.

The Canadian originally brought a detachment of 24 RCN personnel to the U.S. to train in an American A/S squadron and to evaluate the Grumman S2F, a version of which has since gone into RCN service.

He remained after the detachment returned to Canada to learn more about American A/S equipment and tactics.

Originally with VS-26, he transferred in June, 1956, to VS-36 and has served in this S2F squadron on board the U.S. Ships *Essex*, *Lake Champlain* and *Valley Forge*, accumulating more than 800 flying hours and completing 104 day



Serving at the Canadian Joint Air Training Centre, Rivers, Manitoba, as naval assistant to the commandant, Lt.-Cdr. R. J. Watson, improved his time by taking a helicopter conversion course. Shown, left to right, are F/O Lloyd King, of the Central Experimental and Proving Establishment, Namao, Alberta, and Lt.-Cdr. Watson, both under instruction, and F/O T. C. Bond, instructor.

and 34 night landings. He was also designated a carrier aircraft plane commander in July, 1957.

In VS-880, at *Shearwater*, he pilots the CS2F, Canadian version of the S2F Tracker.

Medical Branch Officer Honoured

Lt.-Cdr. (MAD) Stanley Thomas Richards of Ottawa and Swift Current, Sask., has been appointed to the Venerable Order of the Hospital of St. John of Jerusalem in the rank of Serving Brother. He has served in the RCN's medical branch for almost 25 years.

He was 19 when he joined the Royal Canadian Navy at Esquimalt, on October 19, 1933, as a probationary sick berth attendant. Following training and general hospital duty ashore on the West Coast, he was a sick berth attendant in the destroyers *Skeena* and *Ottawa* prior to the outbreak of war. He then held maritime appointments ashore on the West Coast, being promoted to warrant rank in June 1942.

Since September, 1945, he has been at Naval Headquarters on the staff of the Medical Director-General, holding the appointment of Assistant Medical Director General (Plans) since July, 1955.

He is the first medical administrative officer in the RCN ever appointed to the Order of St. John.

Civilians May Use Pressure Chamber

The Royal Canadian Navy has announced that its recompression chamber in Halifax is available at all times for emergency treatment of civilians suffering from the "bends" and other illnesses resulting from improper diving practices.

Professional divers, caisson workers, "sand hogs" and amateur skin divers are the kind of people most likely to suffer from effects of breathing air at high pressures. The affliction is also called "caisson disease" and can result in total paralysis.

When treatment is required, it is suggested that contact be made with the officer - of - the - day on board HMCS *Granby*, headquarters ship of the Navy's Operational Diving Unit. Halifax telephone numbers are 6-1553 and 6-1507. The emergency facilities are located at the Diving Unit, French Cable Wharf, Dartmouth.

The recompression chamber is used specifically for treatment of air embolism and the "bends". It was used in June to treat a Montreal diver, Renaud Claus, who was suffering from one of the most severe cases of the bends observed in recent years.



He spent 37 and a half hours under treatment before coming back to normal. His condition had resulted from a ten-second ascent from a depth of 80 feet in a northern Quebec lake. He should have taken nearly an hour to come to the surface from such a dive.

The bends result from nitrogen bubbles forming in the blood stream from too rapid a change in pressure as a diver shoots to the surface. The chamber therapy prevents complete paralysis.

The chamber simulates the high pressures experienced in the deep. The patient is placed in it and air pressure is raised to the level endured in the actual dive or caisson condition. The air density is then reduced very gradually so that the nitrogen dissolved in the blood escapes via the lungs without forming bubbles.

STUDENTS AND SHIPS

SCHOOLS RELATIONS officers of the RCN are faced during the school year with telling high school students about the RCN's modern ships and weapons and finding they are speaking to people whose knowledge of fighting ships has been drawn primarily from previous schools relations visits.

The first three weeks in June put an end to that situation in Montreal, Quebec and Three Rivers when HMC Ships *Ottawa*, *Assiniboine* and *Sioux* made those cities their ports of call.

Almost 1,000 French and English speaking students and teachers were taken on guided tours of the *Assiniboine* and *Ottawa*. To their delight, the students were shown the anti-submarine mortars, the 3-inch-50s and the ever-intriguing bridge and operations room.

All expressed admiration for the fine new ships and their up-to-date equipment, but most praise was given to the smart and seamanlike appearance and

Frigates Sail on Training Cruise

HMC Ships *La Hullose* and *Swansea* sailed in mid-July on the final summer training cruise for university naval cadets. Their first port of call was St. John's, Nfld., where they visited from July 19 to 21. The ships proceeded independently to Lewisport and Botwood respectively, July 26-28, and called together at Corner Brook, August 1-4.

The frigates returned to Halifax August 8. The cadets, from University Naval Training Divisions across Canada, were embarked for the sea-going phase of annual summer training on the East Coast. The cruise provided them with the maximum opportunity to learn general seamanship, gunnery, boatwork and seamanship evolutions, such as coming to anchor and towing ship.

The *La Hullose* is commanded by Lt.-Cdr. R. M. Greene, and the captain of the *Swansea* is Lt.-Cdr. J. A. Farquhar.

Naval Officers on USI Executive

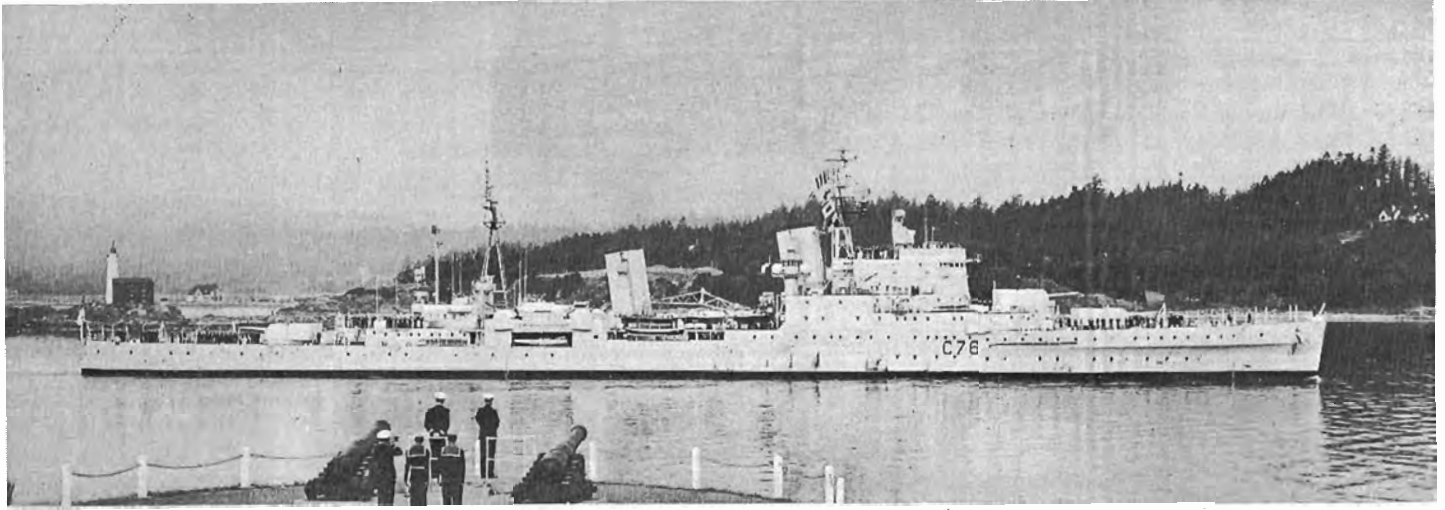
Cdr. (L) T. R. Durley, RCN(R) (Ret'd), has been elected president of the Montreal United Services Institute.

Other retired naval officers on the executive are Cdr. R. C. Carter, RCN(R), second vice-president, and Lt.-Cdr. Andre Marcell, RCN(R), and Lt.-Cdr. (SB) A. T. G. Durnford, RCN(R).

conduct of the officers and men of the ships' companies. Perhaps influenced by this, one of the very few members of the fair sex who came aboard asked the harassed young officer guiding the party in a shy voice: "How soon can officers marry, sir?" Upon receiving a rather flustered reply she followed with the query: "And are you married, sir?" Despite this it is safe to say that most of the visitors received satisfactory answers to their questions.

HMCS *Sioux*, which was in company with the *Ottawa* and *Assiniboine*, seemed always to be secured somewhere in plain view of the new destroyer escorts and, impressed as they were with the newer ships, many of the visitors seemed to feel that *Sioux* agreed more closely with their idea of a warship.

Although the weather was anything but pleasant in Montreal, this did not seem to diminish the enthusiasm or the numbers of interested students and it is a safe bet that many a future sailor trod the decks for the first time on these visits.—J.E.McL.



HMS Newcastle, 9,100-ton cruiser, is shown on her arrival at Esquimalt to take part in the Royal Fleet Review and other events of the British Columbia Centennial celebrations. She came to Esquimalt from the Far East. (E-45987)

The Royal Fleet Review

The following account of the British Columbia Centennial Naval Review was written by Tom Taylor, of the Victoria Colonist. Mr. Taylor is an old hand at reporting naval reviews (he witnessed the Coronation Spithead Review from HMCS Ontario) and has written about the Navy for years with affection and authority. The article appeared in July 16 editions of the Colonist.

UNDER A PEERLESS SKY and beholding as magnificent a spectacle as these or any other Canadian waters have ever staged, Princess Margaret yesterday afternoon (July 15) reviewed the RCN's Pacific Command fleet and associated RN and USN warships.

It was a stirring climax to a royal visit long to be remembered.

Stretched along the Royal Roads anchorage in four lines were 32 ships in various shades of grey, each spic and

span with pennants and flags flying, white-capped sailors rigidly at the rails as the royal review proceeded without a hitch.

Memories of ancient days must have thronged many minds, for it is a centuries-old custom that the sovereign should visit the men who keep the white ensign proudly aloft on the seven seas of the globe.

And here in the person of Her Royal Highness was the link with the Crown that made this centennial naval review a historic occasion for the Royal Canadian Navy.

It was the first of its kind ever held in Canada, and it lived up to every expectation.

From the moment that the guns of the leading line—a three-nation salute from the biggest ships on view—thundered their welcome as HMCS Crescent, gleaming in light grey under a sparkling sun and with a vibrant, yellow-clad figure standing high above

the bridge, drew near the assembled armada, an unforgettable experience began.

Time telescopes places and events. Five years ago this reporter sat on a coil of rope aboard HMCS Ontario at Spithead, fortunate witness of the Coronation naval review. Yesterday he sat again on this same cruiser, this time high up on the flag deck, an equally eager spectator of B.C.'s own special royal naval occasion.

At Spithead there were 300 ships of a dozen nations; at Royal Roads there were 32 ships of three nations. But there any invidious comparison ends.

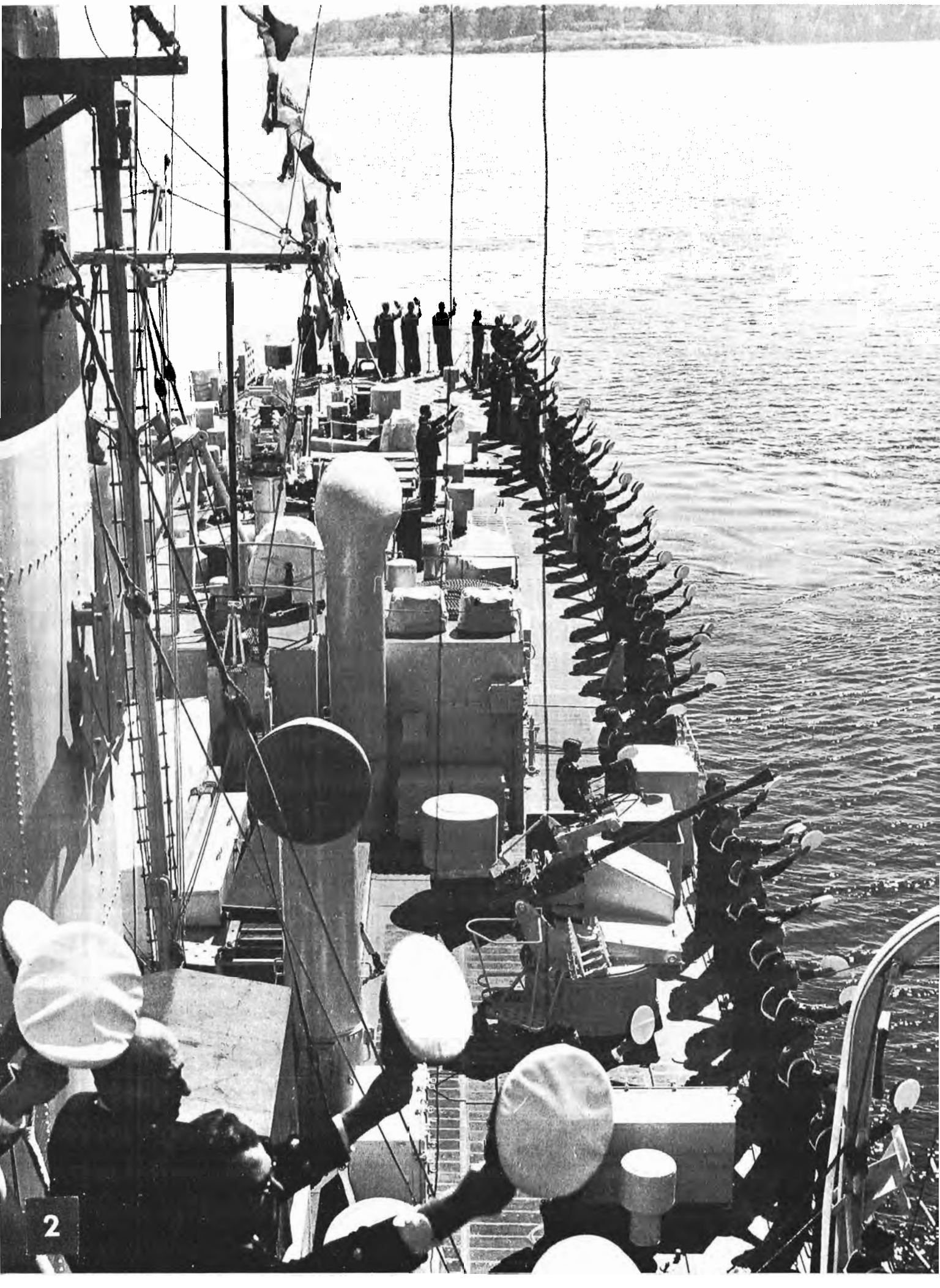
At Royal Roads there was the same sense of history, the same pageantry and drama, the same thrill as the vessel bearing the royal reviewer passed through the lines, with sailors successively raising their caps in loud huzzahs as each ship's crew paid its homage.

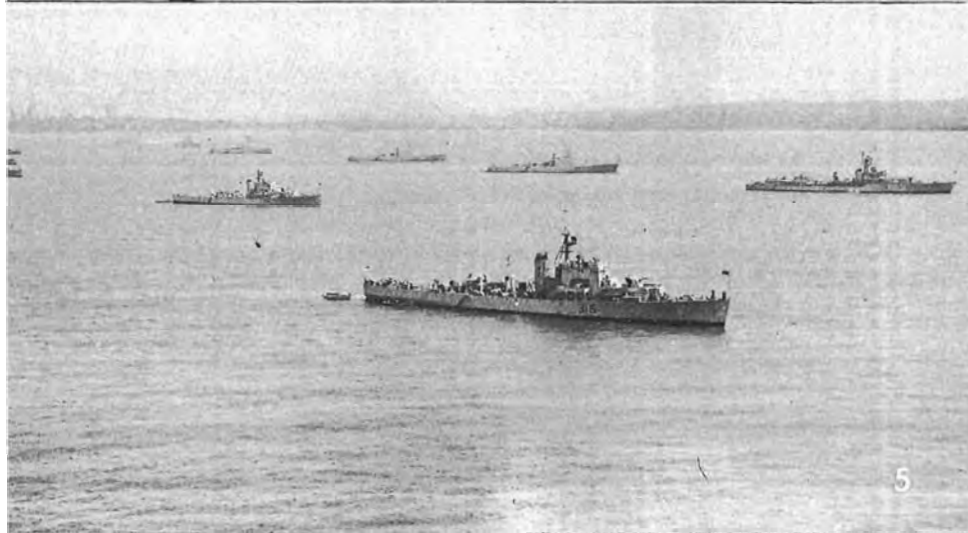
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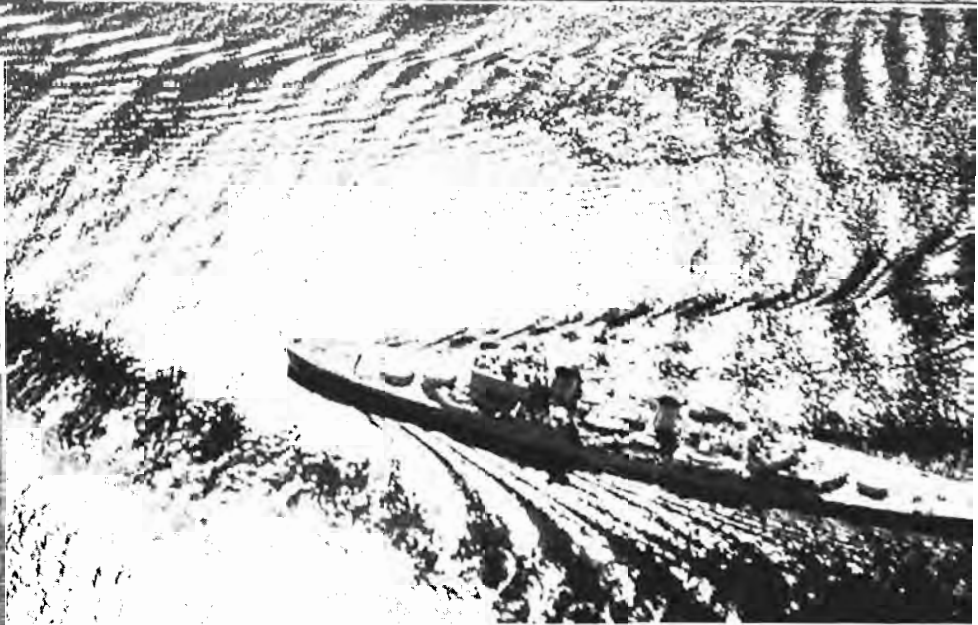
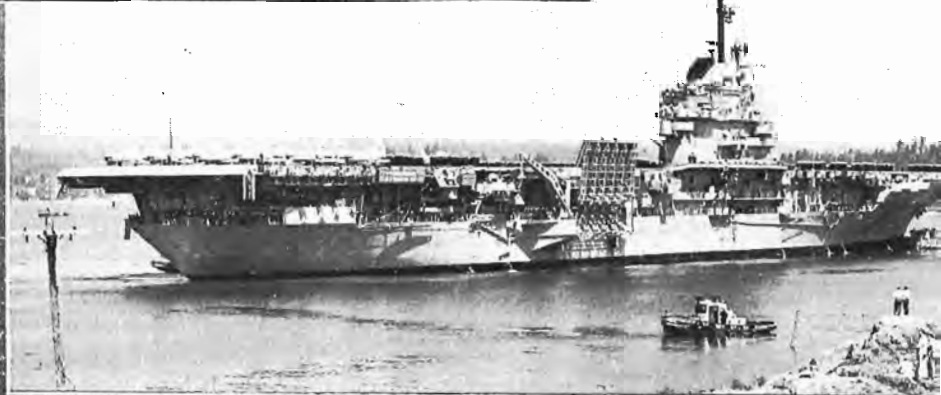
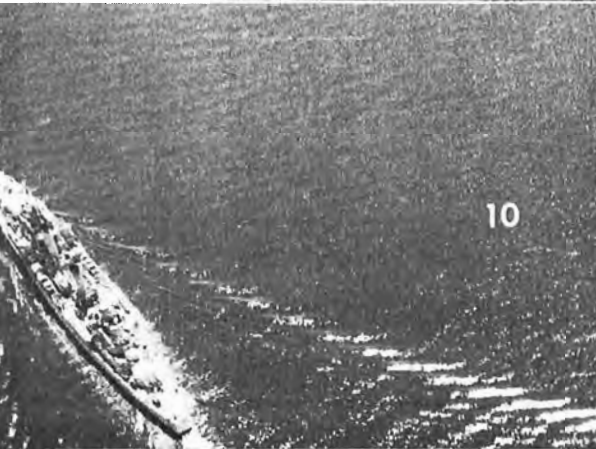
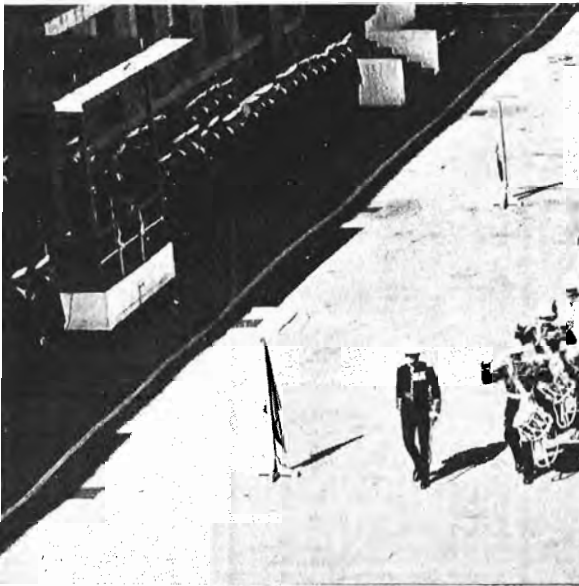
On this and the four pages that follow is a selection from the many fine pictures taken during the mid-July visit of Her Royal Highness the Princess Margaret to British Columbia on the occasion of the Centennial celebrations. The main event involving the Royal Canadian Navy was the Royal Fleet Review, during which Her Royal Highness reviewed the ships of three nations and this was followed by an outstandingly successful Fleet Week in Vancouver. Above is HMS Newcastle, the Royal Navy's representative; at the right, (2) HMCS Stettler cheers ship as Her Royal Highness goes by on board the Crescent (E-46142). The other pictures, in sequence, are: (3) HRH is greeted by Hon. Frank Ross, Lieutenant-Governor of B.C.

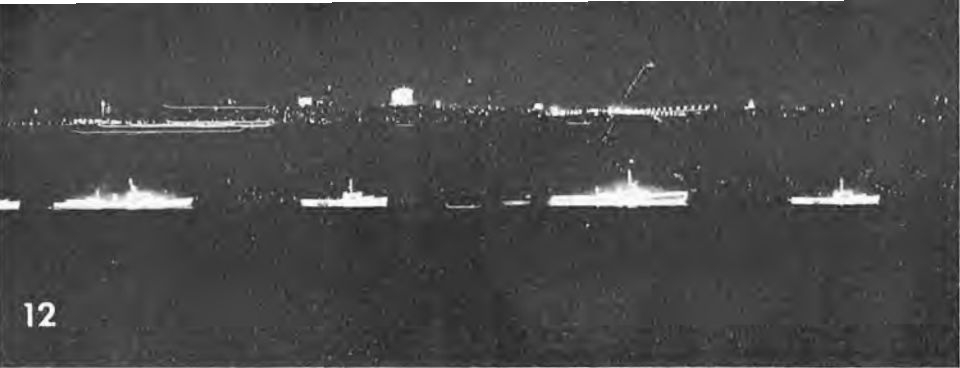
(left), and Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, at Patricia Bay airport (E-46047); (4) Children crowd as closely as they dare to watch the Princess leave Christ Church Cathedral in Victoria (E-46077); (5) Warships at anchor in English Bay during Fleet Week in Vancouver (E-46325); (6) HRH meets Premier W. A. C. Bennett at Royal Roads (E-46158); (7) Rear-Admiral H. S. Persons, USN, commander of Amphibious Group 3, inspects the guard in the Ontario (E-46148); (8) Royal Marine Band at divisions, Naden, July 4 (E-45979); (9) USS Bennington arrives at Esquimalt (E-46033); (10) HMCS Ontario and HMS Newcastle en route to Vancouver, July 16 (E-46378); (11) Colour

Party at Patricia Bay on arrival of Her Royal Highness (E-46052); (12) Illuminated ships in English Bay during Fleet Week at Vancouver (E-46101); (13) Tri-service parade in downtown Victoria on July 14, during which HRH took the salute (E-46101); (14) Eleanor Collins, TV star, is besieged for her autograph by the sailors of three nations during a Welcome Rally in the Victoria Arena (E-46062); (15) Officer cadets of three navies at the Fleet Ball in Naden gymnasium July 11 (E-46074); (16) Wren Pat McAllister, on checkroom duty at the Fleet Ball, foresees an international crisis when the party is over (E-46071); (17) Fleet fireworks display on English Bay, July 23 (E-46329).

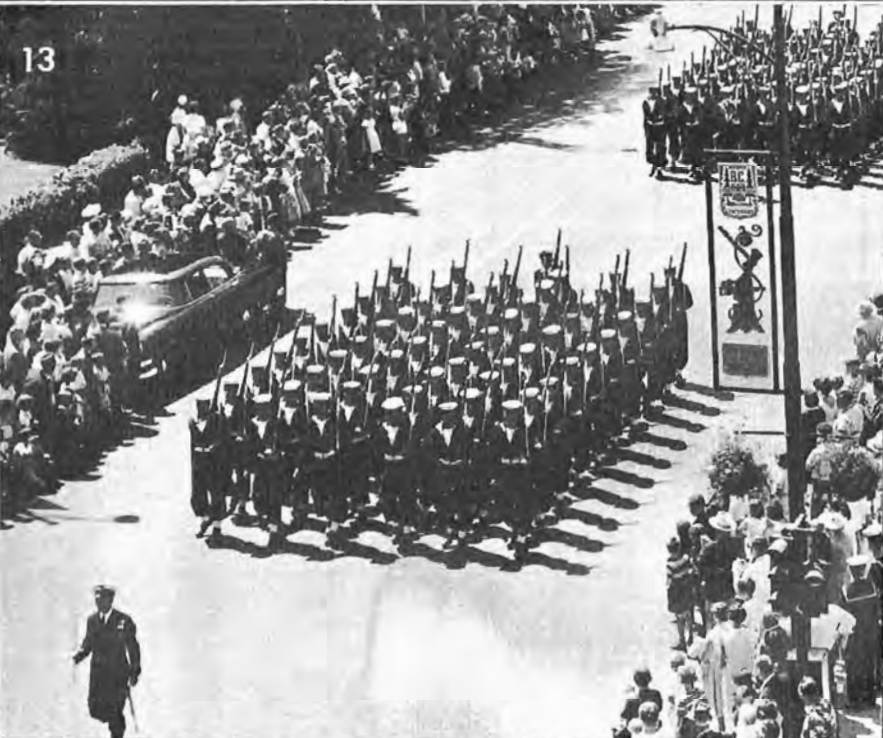








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(Continued from page twelve)

As seen from the *Ontario*, flying the two-balled rear-admiral's flag as the RCN flagship, the assemblage was a goodly and truly imposing sight.

Ships carrying names familiar to every resident of these parts—*Athabaskan*, *Cayuga*, *Fraser*, *Skeena* and others—all of them filled with the tense memories of wartime and all of them of fine heritage and renown, filled the anchorage over a wide area.

Lying next to the *Ontario* was HMS *Newcastle*, a toast of the Royal Navy, come to share the day with her sister ships of the RCN. Next in line was the mighty aircraft carrier *Bennington*, taking her place as a goodwill gesture of the United States. So too was the USS *Estes*, the amphibious force flagship which completed the first line.

Behind were the RCN destroyer escorts and three more U.S. ships, the submarine *Aspro* in particular catching the eye with its low-slung hull pencilled with white-capped sailors. In succeeding lines were frigates, minesweepers, auxiliary vessels, transport, fisheries and mounted police ships. In total, every one of them freshly painted and geared to a pitch of exactitude, they made a majestic picture of naval array.

Adding a civilian, if still nautical, touch were the private yachts which lined the background between warships and shore. Around the review area RCMP vessels kept careful watch, and, as HMCS *Crescent* began its royal progress, an RCAF helicopter flew overhead in sky patrol.

Minister Lauds Navy's Efforts

Congratulations for the showing made by the Royal Canadian Navy during the West Coast visit of Her Royal Highness the Princess Margaret were expressed in a message sent by Hon. G. R. Pearkes, Minister of National Defence, to Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast.

Mr. Pearkes said:

"I wonder if you could communicate to the various ships and shore establishments under your command my admiration for the manner in which they carried out all ceremonies connected with the visit of Her Royal Highness the Princess Margaret. During the review all ships maintained the highest tradition of seamen. The guard was superbly turned out and steady on parade. I would not like to forget the band, and the cadets, steamen and wrens who lined the streets.

"My heartiest congratulations to all of you."

Vancouver Show Huge Success

Fleet Week in Vancouver, which opened on July 16, the day after the Royal Review at Royal Roads, proved an outstanding success, with 107,000 persons visiting the British, U.S. and Canadian warships during their stay.

More than 100,000 Vancouver citizens lined the shore as the ships sailed into the harbour on July 16. The culminating spectacle of Fleet Week, the illumination and fireworks in English Bay, was viewed from shore by another 70,000 citizens, plus thousands more in about 500 small craft which sailed in about the fleet at anchor until it was time for the display to begin.

Said the captain of HMS *Newcastle*: "Never in the history of this ship have the officers or men ever received such open-hearted and warm hospitality."

All the ships' companies earned praise for their exemplary conduct during the week. Not even one minor incident occurred to mar the festivities.

Bipoculars were trained on the *Crescent* from the instant she left Victoria Harbour and headed for the Royal Roads anchorage, and a quiver of excitement ran through those aboard *Ontario* as Princess Margaret was seen standing in the specially constructed vantage point behind and above the bridge.

Animated beforehand, as she chatted with Defence Minister George Pearkes and Rear-Admiral H. S. Rayner, she raised her glasses in stilled attention as the *Crescent* turned towards the right of the first line.

Even with the aid of powerful glasses that brought the review ship close, no male can describe a princess, but she was a trim version of yellow that matched the colour of her personal standard, hoisted at *Crescent's* masthead.

A moment later the band of *Ontario* struck up "The Queen" in musical salute and, appropriately, yellow smoke filled the air as the guns of the *Ontario*, *Bennington* and *Estes* crashed 21 times in the time-honoured royal naval salute.

This writer, having forgotten about cotton wool, felt his ear drums nearly burst from the impact close to where he stood, although he was a willing sacrifice to this thrilling moment of pageantry and tradition.

Turning round the *Ontario*, the *Crescent* steamed slowly between the first and second lines, Princess Margaret, alert in her glass-enclosed reviewing box, raising her hand in acknowledgement as each ship tendered its hip-hip-hooray in rousing style. Car horns from Metchosin shore could be heard adding their tribute.

In line astern behind the royal ship followed three white-painted steam

yachts carrying Premier W. A. C. Bennett and official guests.

As the *Crescent* proceeded along the review lines, doubling back to steam between the third and fourth lines before taking up position at right of the assemblage, the sailors aboard every ship could be seen standing without a move along the rails.

It was a long "attention" for them, for the review took 40 precise minutes, but not a man budged. The navy was on grand parade and it did not let its royal reviewer down.

In the *Ontario* were many guests, including two retired rear-admirals in the persons of Admiral R. E. S. Bidwell and Admiral J. C. Hibbard. From every lip, including those of such well-informed naval officers, came words of praise for the whole performance.

Princess Margaret lingered a few moments after the *Crescent* had anchored, and then went below out of sight. She reappeared 50 minutes later as the *Crescent* weighed anchor and moved off towards HMC Dockyard, once more to the thunder of a royal salute.

Excitement mounted again as the review ship, the sun glinting on her appointments and looking the perfect vehicle for a princess, left the review area. Gunsmoke hid her partially until she neared Duntze Head, there to be saluted again by gunfire as she entered Esquimalt Harbour.

The review was over. It had been a memorable spectacle, made notable by the discipline and meticulous bearing of thousands of officers and men, and enriched by the presence of the royal person who paid it the honour of her inspection.

'Well Done' Sent to West Coast Ships

Following the Royal Fleet Review on July 15, during which Her Royal Highness the Princess Margaret reviewed ships of the Pacific Command and visiting units of the Royal Navy and U.S. Navy, Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, sent the following message:

"Both Her Royal Highness and the Minister of National Defence expressed themselves as very well pleased with the naval review, the review dinner and the illumination and fireworks display. Personally I have never seen any ships or dockyard look better. It was abundantly clear that all hands were doing their utmost to provide a first class review for HRH and the results were apparent. It is valued that conditions were not ideal and that ships were steaming in order to keep a heading of 214 degrees. These efforts were appreciated. The fireworks display was well co-ordinated, well executed and admired by HRH. Well done to all."

QUEBEC'S 350th ANNIVERSARY

THE GRAY graceful hulls of seven warships flying the flags of four different countries were berthed in the Quebec city harbour from June 26 to July 5, 1958.

The ships on a goodwill visit there on the occasion of the 350th anniversary celebrations of the founding of Quebec by Samuel de Champlain, were the four Canadian destroyer escorts, HMC Ships *St. Laurent*, *Ottawa*, *Assiniboine* and *Saguenay* and the British cruiser HMS *Birmingham*, docked on June 26, and the 33,000-ton United States aircraft carrier USS *Leyte*, and the French destroyer *Amiral du Chayla*, berthed in the harbour the following morning.

Senior officer present was Rear-Admiral W. O. Burch, Jr., USN, Commander Carrier Division 18, flying his flag on board the *Leyte*.

A round of calls, receptions and celebrations kept officers and men of the visiting ships busy for the duration of their stay in the historic old city.

Traditional calls to the Lieutenant-Governor, ecclesiastical and civic authorities were held to a minimum because of the extremely busy program of the visit. Official calls were exchanged mainly between naval and military authorities.

National salutes were fired on the arrival of USS *Leyte* and *Du Chayla*. These were answered from the Citadel, the old Quebec city fortress. Following the national salutes HMS *Birmingham*, on behalf of the Commonwealth ships in the harbour, fired a salute to Admiral Burch.

Sailors from the four navies thronged the streets during the celebrations and were invited to partake in street dances, religious ceremonies, parades and feasting. All these things and more were crowded into the jubilant party commemorating the settlement of one of the North America's oldest centres. Quebec City was established by the French in 1608—a dozen years before the Pilgrim Fathers landed at Plymouth Rock.

Officers and men of the seven ships, with local military and civilian units, took part in numerous parades. In the massive July parade 300 Royal Canadian Navy officers and men, 200 United States sailors and marines, 100 Royal Navy officers and ratings and 50 sailors from the French ship took part along with about 80 floats—most of them depicting scenes typical of the first settlement in



Sailors of Canada and France honour the memory of the founder of Quebec in ceremonies before the Champlain monument. (ML-6927)

1608—and up to 60 bands. Each parade brought crowds four and five deep along the sidewalks of the parade route.

Prime Minister John Diefenbaker, flanked by a guard of honour provided by the Third Canadian Escort Squadron and the French destroyer placed a wreath at the foot of the Champlain Monument on the terrace and paid tribute to the city's founder at a state banquet on July 3 at the Chateau Frontenac.

Prime Minister Diefenbaker, speaking in French said:

“Champlain put his imprint upon the North American continent from New-

foundland to the Rocky Mountains, from Hudson Bay to the Gulf of Mexico.

“Champlain's ambition was to see born beyond the Atlantic a new world in which occidental culture might flourish. That is why we must render homage to the man rightly considered to be one of Canada's founders.”

Although many children came to visit the ships in the Quebec harbour with their parents, the Navy did not forget the children in the Quebec orphanages. An orphans' party was held on board the USS *Leyte* for a group of 150 children. The British cruiser feted another group of 120 children and the French

destroyer received as guests some 50 children. All these parties met with great success. The children were permitted to visit the ships thoroughly and were treated to ice cream and other sweets. They were then entertained on merry-go-rounds, slides and watched pirate fights and fireworks displays. Some were allowed to lead a Royal Marine Band for a short while. The children were given a luncheon and were presented with souvenirs of the host ships as they went ashore.

On the evening before the departure of the cruiser *Birmingham* a large number of spectators were thrilled by the famous Sunset Ceremony, performed by a Royal Navy drill team accompanied by the Royal Marine band.

The traffic division of the Quebec City police force reported that from 10 a.m. to 10 p.m. on Sunday, June 29, an

estimated 40,000 cars brought visitors to look at the naval ships in the harbour. For this occasion the narrow harbour road was turned into a one-way street that started at the Department of Transport wharf where two Canadian destroyer escorts and the French destroyer were berthed and went up to Wolfe's Cove, where the British cruiser, the American aircraft carrier and the other two Canadian destroyer escorts were. The Quebec City traffic officers merited congratulations by their good work in directing a constant flow of traffic along a six-mile narrow roadway.

A glittering fireworks display set off on the Plains of Abraham climaxed the biggest birthday party in Quebec City's history—bringing to an end two weeks of celebrations marking the city's 350th anniversary.

Much of the burden of advance or-

ganization of the Navy's share in the Quebec ceremonies fell on the two Quebec City naval establishments, HMCS *Montcalm*, the naval division, and HMCS *D'Iberville*, the new entry training school.

Subsequently *Montcalm*, the focal centre of naval organization for the event during the Champlain festivities and the visits of the ships to Quebec thanked *D'Iberville* for its co-operation.

"Without it, I feel sure that Champlain would not have been so well celebrated," messaged Cdr. Pierre Langlais, commanding officer of *Montcalm*, "and Canada and the Royal Canadian Navy would not have made so many new and lasting friends."

Cdr. Langlais also thanked the Third Canadian Escort Squadron on behalf of both *Montcalm* and *D'Iberville*.

"The squadron's contribution to the July 1 parade and the July 3 guard deserve special mention and the participants should be congratulated for their splendid showing under very trying conditions.

"The success of the naval participation in the Champlain festivities was largely due to the efforts of the RCN contingent Cortron Three."



Sailors from the Saguenay serenade a belle of Old Quebec during the celebration of the 350th anniversary of Champlain's founding of the city. (ML-6905)

Archimedes' Tub Again to Rescue

Archimedes has come to the rescue of U.S. Air Force scientists delving into acceleration problems of manned space flight, says the *Army Navy Air Force Journal*, in a recent issue.

Taking a page from this noted Greek physicist of the third century B.C., who reputedly invented one of his more famous laws while in the bath tub, scientists at the Wright Air Development Centre, Dayton, Ohio, have learned that a man immersed in water can withstand much higher acceleration of "g" forces than a man protected with conventional equipment.

The Greek principle, elaborated upon by Captain William Blanchard and Captain Stuart Bondurant, states that "when a solid is immersed in a fluid, it loses a portion of its weight equal to the weight of the fluid it displaces". They joined this to the principle that weight increases proportionately to the "g" force imposed. Thus, the ARDC scientists reasoned, if putting a man in water would decrease his weight, a multiplication of that decreased weight might be below his normal weight.

To try their theory, they placed a subject in a tank partially filled with water, mounted on a centrifuge. In this position, the man was perfectly mobile at 13 Gs. He was able to take this "G" stress for as long as four minutes, topping the previous endurance limit of 12G forces by one and three-quarters minutes.



Pictured here are the delegates to the annual meeting of the Naval Officers' Association of Canada in Saint John, N.B., in early June. Left to right are: Front row, Rev. H. H. Hoyt, J. J. Boyd, H. McClymont, N. M. Simpson, D. S. Martin, F. A. Price, W. Hose, T. R. Durlley and R. E. S. Bidwell. Middle row, J. H. Cates, C. J. Hale, A. L. Bristowe, N. F. Eley, N. J. Magnusson, H. R. Payson, A. A. MacLeod, P. Harvey, D. MacLeod, J. MacKinnon, H. A. Plow, P. M. MacCallum, L. D. McMurray, W. G. Curry, S. L. Baird and A. S. E. Sillett. Back row, J. Walker, R. Simpson, J. A. Crooks, J. B. Thorsteinson, W. W. Kinloch, H. M. Gale, J. G. Farmer, N. Rattenbury, H. S. Jerome, W. A. Wilkinson, W. A. E. Sheppard and E. Phipps-Walker.

ANNUAL MEETING OF THE NOA

THE CHANGING ROLE of the Royal Canadian Navy, in the face of new advances in the design of submarines and missiles, was outlined by Hon. G. R. Pearkes, Minister of National Defence, to delegates to the annual meeting of the Naval Officers' Association at their annual dinner June 6.

Delegates from 23 member associations and the national board of directors met on June 5 and 6 in the Admiral Beatty Hotel in Saint John, N.B. It was the 13th such meeting since the association was formed, but the occasion was far from ill-omened and the weather and the host association, the *Brunswick* NOA, jointly provided a most interesting and pleasant occasion.

The opening prayers were conducted on Thursday morning by Rev. H. H. Hoyt, who is on the retired list of *Brunswick*, the Saint John naval division. He is warmly remembered as

a wartime padre and in particular for his work at *Cornwallis*.

The members were luncheon guests of the City of Saint John on the opening day and of the Province of New Brunswick on Friday, the two occasions underlining the continued interest of city and province in naval affairs.

Although business sessions ended on Friday, delegates and their wives remained in Saint John for a close look at today's navy. Through the kindness of Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, HMC Ships *St. Laurent* and *Saguenay* and HM Submarine *Amphion* visited Saint John during the meeting. On Saturday the delegates were taken to sea to witness an anti-submarine exercise in which two RCN helicopters participated along with the ships and submarines.

Also visiting Saint John at the time, through the co-operation of the U.S.

Consul, were the radar picket destroyer escort, *USS Kirkpatrick*, and the submarine chaser, *USS Manville*. Wives of the delegates were taken for a short cruise in these ships while their husbands were off "fighting the wars" in the Canadian vessels. All visited on board the *Bonaventure* in drydock at Saint John; after their brief cruises.

One of the most interested members of the party on board the *St. Laurent* was Rear-Admiral Walter Hose, Canada's first Chief of the Naval Staff, who retired in 1934, only three years after the RCN had acquired the first *Saguenay* and three years before the first *St. Laurent* joined the fleet. It was, however, not his first time aboard the new *St. Laurent*, for he had sailed in her to the United Kingdom in the fall of 1957.

During their six hours afloat, the delegates most of whom had fought in

the Battle of the Atlantic, saw a demonstration of anti-aircraft firing, submarine tracking by helicopter and the ships' sonar, and the firing of the Limbo mortars. In spite of the best efforts and advice of wartime A/S specialists, the submarine was ruled "sunk". Some of the wives watched the last stages of the hunt in the auxiliary radar room of the *Kirkpatrick*.

Fred A. Price, in his presidential address, said the NOA appeared to be settling down to a new lease of life, with its aims orientated and concentrated on a few well-defined objectives. He felt that the associations would perform a useful function on both local and national levels and that they would contribute materially to the defence of Canada and to the well being of the RCN and Reserve.

In his address at the annual dinner, Mr. Pearkes said the Royal Canadian Navy would be essentially a deterrent force, hunting out and destroying enemy submarines and protecting Canada's coastline. It was not equipped to undertake offensive action, such as could be undertaken by the U.S. Navy with its carrier striking force and jet aircraft.

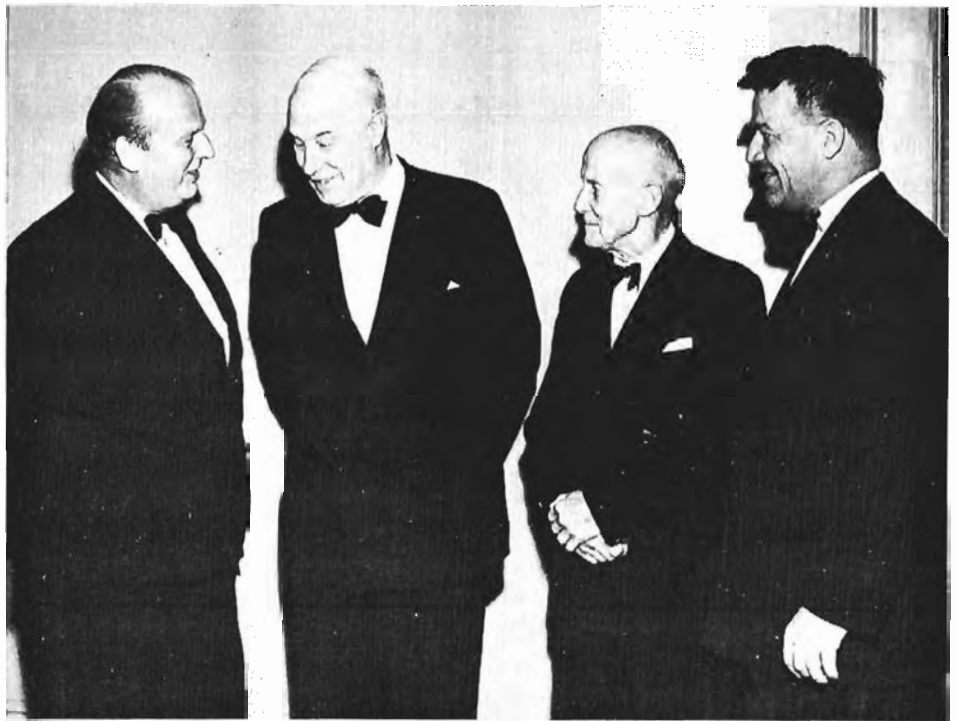
Within a few years submarines would be able to launch missiles up to 700 miles against inland targets, either from the surface or while submerged. The Royal Canadian Navy would have to be ready to detect and sink these submarines before they could get their missiles away. This would be the RCN's principal task.

If war broke out, it was likely that its initial phase would be one of intense nuclear activity. Because new weapons could hit from afar, naval power would, during this opening phase, have to be dispersed. Halifax would remain the main base on the East Coast, Mr. Pearkes said, but a greater use would have to be made of Saint John and Sydney and of smaller ports in Newfoundland and Nova Scotia.

Canada was considering whether or not it should have submarines, Mr. Pearkes said, but in the meantime the government had decided to go ahead with an additional six ships of the destroyer escort type. These would serve as replacements for Second World War destroyers and frigates still in service.

Mr. Pearkes was thanked on behalf of the delegates by William Wilkinson, former commanding officer of the *Windor*, Ontario, naval division.

In the absence of Premier Hugh John Fleming, who was in England, the host at the Province of New Brunswick



Chatting with Hon. G. R. Pearkes, Minister of National Defence, at the Naval Officers' Association of Canada annual dinner June 6 in the Admiral Beatty Hotel, Saint John, N.B., is Edward Phipps-Walker, of Kingston. Interested listeners are Rear-Admiral Walter Hose, RCN (Ret'd), Canada's first Chief of the Naval Staff, and John A. MacKinnon, former commanding officer of the host division, HMCS *Brunswick*. (HS-53292)

luncheon on Friday, June 6 was R. G. L. Fairweather, MLA, who welcomed the delegates and recalled his own days in the Navy during the Second World War. New Brunswick's connections with the Navy dated back to the Revolutionary War when the RN sent inspectors up the Saint John River to mark the best and tallest pines with the King's Broad Arrow to reserve them for masts for the King's vessels, Mr. Fairweather said.

"Your host division, HMCS *Brunswick*, is named for an American sloop, captured in Passamaquoddy Bay between Maine and New Brunswick in the War of 1812 by the British.

"She was brought to Saint John and armed by the N.B. government and hence this province had a navy all of her own," said Mr. Fairweather, who also recalled the armed woodboats, manned by the N.B. Militia, which had patrolled the Saint John River during the border dispute with Maine.

The concluding event of the social program was a ball at which delegates were joined by ex-naval officers and their wives from Saint John, Halifax and Prince Edward Island.

It was decided that next year's meeting would be held in Winnipeg. Elected officers at the meeting and holding office until next year were:

Rear-Admiral Walter Hose, CBE, RCN (Ret), honorary president; N. M.

Simpson, Toronto, president; F. A. Price, Hudson Heights, Que., past president; A. P. Gregory, Saint John, vice-president, Maritimes; P. M. McCallum, Montreal, vice-president, Quebec; J. G. Farmer, London, vice-president, Ontario; J. J. Boyd, Winnipeg, vice-president, Prairies; T. G. Phillips, Vancouver, vice-president, West Coast; Cdr. W. R. Inman, RCN (R), vice-president, Reserve; R. C. Merriam, Ottawa, honorary counsel, and Harry McClymont, Ottawa, secretary-treasurer.

Delegates at the meeting, other than the officers mentioned above, included:

N. J. Magnusson, Halifax; R. E. S. Bidwell, Halifax; D. MacLeod, Saint John; J. MacKinnon, Saint John; A. A. MacLeod, Charlottetown; B. J. O'Meara, Charlottetown; H. R. Payson, Quebec; P. M. MacCallum, Montreal; H. A. Plow, Sherbrooke; R. S. Simpson, Ottawa.

E. Phipps-Walker, Kingston; W. A. E. Sheppard, Toronto; J. G. Walker, Hamilton; P. T. Harvey, Hespeler; J. G. Farmer, London; C. J. Hale, Sarnia; W. A. Wilkinson, Windsor; J. A. Crooks, Port Arthur; J. B. Thorsteinson, Winnipeg; L. D. McMurray, Winnipeg.

N. F. Elsey, Regina; W. W. Kinloch, Saskatoon; H. S. Jerome, Calgary; H. M. Gale, Edmonton; S. L. Baird, Rossland; J. G. Gates, Vancouver; A. L. Bristowe, Victoria, and W. G. Curry, Hamilton.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Restigouche*

After almost 13 years of absence from official lists, the proud name of *Restigouche* took on a new significance when, on June 7—20 years after the commissioning of the first bearer of the name—a ship which has been known since 1953 as "DDE 257" became Her Majesty's Canadian Ship *Restigouche*.

The date could aptly be described as the "Glorious 7th of June" with cloudless skies and with bright sunlight streaming down on the colourful ceremony which took place at the shipyard of Canadian Vickers Ltd., Montreal.

By pleasant coincidence, the Flag Officer, Atlantic Coast, Rear-Admiral H. F. Pullen wearing his flag in HMCS *Ottawa*, was visiting the port and attended the commissioning.

Music for the occasion was provided by the *Ottawa's* band assisted by RCSCC *Victory* which, without any rehearsal, performed a most commendable ceremony.

Among the distinguished guests were two wartime commanding officers of the first *Restigouche*—Rear-Admiral H. N. Lay (also representing the Chief of the Naval Staff) and Commodore D. W. Piers. Both officers gave short addresses and recalled the commissioning ceremony on June 15, 1938, at Chatham, England, and some of the wartime duties of the ship.

Commodore Piers presented a silver cigarette box to the ship's executive officer (Lt.-Cdr. Jacques Cote) for use in the wardroom officers' mess. The box, which was originally given to the first *Restigouche* in 1938 by the Rt. Hon. Vincent Massey (at that time Canadian High Commissioner in London), is engraved with the names of the commanding and executive officers who served in her from 1938 to paying off in 1945.

The guest of honour was Hon. Leon Balcer, Solicitor General, who served in the RCNVR during the war. Mr. Balcer was introduced by Constructor Captain S. M. Davis, Principal Naval Overseer, Montreal Area.

After commissioning, Cdr. John W. McDowall, the commanding officer, addressed his ship's company by reciting his Queen's Commission which force-



The frigate *Buckingham*, which attracted widespread attention during her last commission as an experimental helicopter carrier, is back in service again. Her ship's company is seen going on board as she embarks on her new commission. (HS-52781)

fully covered the responsibilities of him and those under his command.

Later in the day, the ship was honoured by a visit from the Minister of National Defence, Hon. George Pearkes, and more than 40 senators and members of parliament.

The *Restigouche* departed Montreal June 11 to join the Atlantic Command. She arrived at Halifax amid torrential rain but even that failed to dampen the spirits or lessen the cheery smiles of wives, families and friends waiting at Jetty 4.

The ship will be progressing tests, trials and workups until the end of the year before joining actively with her squadron, but if enthusiasm and pride mean anything (and we are old-fashioned enough to think they are essential) then the *Restigouche* will take over where old "*Rustyguts*" left off and press home the advantage so gained.—R.F.D.

TAS School

CPO Tom Elstone recently left the staff of HMC Torpedo Anti-Submarine School, *Stadacona*, to join HMCS *Star*,

the Hamilton naval division, where he will complete his time for pension. The popular chief served in the TAS School as divisional officer.

A farewell party was held in his honour in the Chief and POs' Mess on June 24 by the staff. He was presented with a pen and pencil set and a humorous scroll depicting his somewhat colourful career in the RCN.

First Canadian Minesweeping Squadron

Six ships of the First Canadian Minesweeping Squadron, the *Resolute*, *Thunder*, *Quinte*, *Chignecto*, *Chaleur*, and *Fundy*, carried out a month-long training cruise from Halifax early this summer, calling at the French possession of St. Pierre, Quebec City, Charlottetown and Cape Breton ports.

At St. Pierre, while the commanding officers were being dined by the island's governor, sailors outside the elegant residence were severely trouncing locals at basketball, cheered by soccer players who the following day were as soundly crushed by the nimble-footed natives.

When the six ships of the squadron slipped from the soaking fog into picturesque St. Pierre harbour, they were warmly welcomed by the beret-adorned French. The squadron guard was inspected by M. Pierre Fontenay, acting governor. Officers and representatives of the men were then entertained at a reception in the council chambers by Senator Henri Claireaux, President of the Council, which is the island's administrative body. M. Claireaux is also the island representative in the Senate of France at Paris.

In the evening the islanders were hosts at a most successful ball for the ship's companies. Sunday, June 1, squadron guard and ships' companies drew up smartly at the town war memorial while wreaths were laid by the governor, council president and Cdr. A. Craig Campbell, who commands the minesweeping squadron. After the ceremony, the governor took the salute as the guard and ships' companies marched past.

The ships were open to visitors in the afternoon, local people responding in force to the invitation.

Exercises were carried out en route to Quebec City and movie film shot then was shown over the city's TV channel. *Montcalm* was host and also arranged bus tours of the historic city. Citizens streamed on board the ships in large numbers for open house.

The squadron put into Charlottetown June 11, where the sailors were nobly

entertained by *Queen Charlotte*, and the White Ensign Branch of the Canadian Legion. The Lieutenant-Governor of P.E.I. had commanding officers presented to him after inspecting the squadron guard. His Honour then spent a day at sea in the *Resolute* watching the squadron go through its paces.

After a brief call at Sydney, four of the ships left to take part in Cabot Day ceremonies at Aspey Bay where a native stone monument commemorating the landing of Cabot on June 25, 1497, has been erected on a scenic slope overlooking the bay. The guard took a leading part in the accompanying parade, marching most creditably to the music of pipe and brass bands alternately.

From Aspey Bay the squadron sailed to South Ingonish where six officers and a party of men attended a Gaelic Mod. Later they were guests in the evening at a square dance in Dingwall. The ships returned to Halifax June 26.

Naval Supply Depot

A well-planned and enjoyable evening of variety entertainment and drama was presented by the Naval Supply Depot Employees' Club in the TAS School Auditorium, HMCS *Stadacona*, on June 18.

The variety show, which occupied the better part of the evening, was fast paced, well timed, and contained a little something for everyone.

Art Doucette and his orchestra got the show rolling with several fine musical selections, and Lou Cann as Master of Ceremonies followed up by introducing J. Cyril Tanner, President of the NSDEC. Mr. Tanner in welcoming the guests and general audience warmed the proceedings with a touch of humour.

Following the introductory remarks, the cast, employees of Naval Supply Depot, took the stage and the show was on.

Vocal stylings were offered by Frances Howe, Winnie Farnell, Phil Shannon, and Greg Chisholm. All were warmly and enthusiastically received by the appreciative audience.

Danny MacIntyre, on the piano-accordion, set toes to tapping with two lively numbers, and Art Doucette completed the instrumentation with a violin solo; Art, as well, gave a very moving rendition of "Old Man River", a song which lent itself perfectly to his deep robust voice.

The comedy highlight of the evening was Gerald Tanner and his group in a pantomime of the famous "Little Buttercup" solo from "HMS Pinafore".

To add a bit of solemnity to the program Don Barry at the piano played and sang Malotte's version of "The Lord's Prayer".

Billy Caswell in appropriate western style and costume sang and yodelled his way into the hearts of the audience.

To round out the variety show, Carl Lovett, a lad with considerable talent,



PO Herbert Mercer, kneeling, and CPO William Johnstone, present Halifax's St. Joseph's Orphanage with a television set and cheque for \$300. Accepting the set are Gary, Kathleen and Jinnini. The men are from the destroyer escort *Micmac*, which gave more than \$2,500 to local and naval charities on paying off to refit late in June. The Protestant Orphanage received playground equipment in addition to a \$300 cheque. (HS-53187)



Despite the fact that they are serving members of the Navy, wrens have little opportunity to go to sea. It was, therefore, with joy in their hearts that the wrens of Moresby House, Naden, learned that they were to take part in a "Dependents' Day" cruise last spring on board the destroyer escort *Margaree*. Here, their heaped up plates testify that they were good sailors. (E-44944)

gyrated his way through several impersonations, the best of which was "Elvis Presley".

Intermission music was supplied by Art Doucette's orchestra and the audience settled down to enjoy a one-act play entitled "The Flattering Word", directed by Miss Dorothy Payne, a former NSD employee, now with CBHT.

Congratulations were earned by Myles Muise, Gerald Logan, Rheta Barry, Ora Bower, and Shirley Burke for their interpretation of the inevitable conversion of the prejudiced minister to a reluctant play-goer.

Plaudits are in order for all who took part in the evening's entertainment, but special mention must go to those unseen persons who worked so hard backstage, namely, Bob Crawley (stage manager), Tom Holloway (lighting), Cyril Tanner (sets and props), and Reg Barnes (publicity).

All in all it was a very enjoyable evening, and the cast and crew are to be commended for their efforts.

The appreciation of all concerned is extended to: Commodore D. L. Raymond, Commodore (E) J. MacGillivray, and LCDR (S) D. B. Dixon whose cooperation and assistance did so much towards making the evening a success. —NSD News.

PACIFIC COMMAND

HMCS Ontario

A three-day visit to Powell River, B.C., early in July was a part of the training cruiser *Ontario's* summer activities along the west coast of North America.

On arrival, the *Ontario's* commanding officer, Captain J. C. Littler, held a meeting on board with the local B.C. Centennial committee, after which he and the *Athabaskan's* commanding officer, Cdr. D. S. Boyle, attended a reception given by Powell River's reeve and council. That same night, the *Ontario* played host to 100 local citizens.

On the afternoon of the second day, July 1, marching units from the *Ontario* and *Athabaskan* took part in the Canada Parade.

On the afternoon of the third day, *Ontario* again played host, this time to 100 children from youth organizations in the area.

In sports activities, Powell River took the lead over the visiting navy. Results were: Softball—RCN 8 vs Powell River 1; RCN 2 vs Powell River 17; Soccer—RCN 2 vs Powell River 8.



Cornwallis' hometown newspaper, "The Cornwallis Ensign" by the end of June had completed six months of successful publication under the editorship of Lt.-Cdr. Harry Shergold. He has been succeeded as editor by Lt. W. C. Chaster. "The Ensign" has a circulation of about 1,500 and, since most of the new entries mail their copies home, it may be said to have a Dominion-wide readership. Here Ord. Sec. D. G. Ross, whose home is in Calgary, checks up on the latest news of the big naval training establishment. (DB-10852)



Early in July the former Commander-in-Chief Canadian Northwest Atlantic, Rear-Admiral L. W. Murray, RCN (Ret'd), visited Halifax. He is shown here as he attended ceremonial divisions at Stadacona. He is accompanied by Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast. Admiral Murray was also a guest of honour at a mess dinner at Stadacona. (HS-53479)

THE NAVY PLAYS

Command Holds Record Regatta

The Atlantic Command held its biggest and most colorful regatta in history July 3-4 with 18 ships and establishments competing in two days of sailing and pulling races.

HMCS *Nootka* retained the Cock of the Fleet Trophy, amassing 229 points, while finishing second to Comsuptlant, which with 262 points, won the Col. S. C. Oland Trophy for obtaining the highest number of points in all pulling and sailing events.

The Cock of the Fleet Trophy was presented by the Pacific Command to Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, on the occasion of his relinquishing command on the West Coast, for competition between sea-going ships of the Atlantic Command. This is the first year the magnificent trophy has been awarded.

Approximately 25 whalers and as many dinghies entered the sailing races July 3 in Bedford Basin. The Comsuptlant whaler, with Joseph Heisler at the

helm, stepped out front at the third marker and crossed the finish line in 1:33:28. CPO Robert Christie of the *Buckingham* followed five minutes later.

In the dinghy race, Lt. Roy Busby, sailing the *Huron* boat, opened a lead after the third marker and crossed the line well in front, only to be disqualified by race officials for failing to meet rig regulations. Lt.-Cdr. "Casey" Baldwin's *Nootka* was awarded the victory over the nearest contender, HMCS *Swansea*. The time was 1:16:16.

The pulling events got underway Friday morning July 4, under typical East Coast sunshine. Fourteen events, for as many trophies, were run off during the day.

The most exciting events were the one-mile war canoe pull, in which Dockyard, trailing by half a length with 50 yards remaining, nosed out *Shearwater* and the *Nootka* by half a length, and the half-mile wardroom whaler, in which the First Minesweeping Squadron finished strong to nose out Canflaglant, coxswained by Commodore P. D. Budge. Cdr. A. C. Campbell was the victor.



Ord. Sea. Hugh Bishop, of *Shearwater*, receives The Halifax Herald Limited trophy from D. A. Morrison, vice-president at the close of the Atlantic Command Regatta July 4. Bishop coxswained a crew that won the young sea-man whaler race. (HS-53509)



Paddle, brothers, paddle! The last and most exciting race of the Atlantic Command regatta was the war canoe race. At the right, bunched neck and neck, are Comsuptlant, *Shearwater* and *Nootka* at the half-way mark. Comsuptlant won by half a boat length. (HS-53629)

Cdr. C. E. Richardson was chairman of the regatta. Following are the pulling results: Seamen's Whaler—1 mile for the Lt. Carey Cup—

- | | |
|----------------------|----------------|
| 1. Nootka | 8. Haida |
| 2. Buckingham | 9. Huron |
| 3. Lauzon | 10. Outremont |
| 4. Sixth Sub. Squad. | 11. Sioux |
| 5. Shearwater | 12. Minron 1 |
| 6. Swansea | 13. La Hullose |
| 7. Comsuptlant | 14. Granby |

Supply Whaler—1 mile for the T. Eaton Trophy—

- | | |
|---------------|-----------------|
| 1. Shearwater | 8. Granby |
| 2. Nootka | 9. Huron |
| 3. La Hullose | 10. Comsuptlant |
| 4. Swansea | 11. Outremont |
| 5. Buckingham | 12. Sioux |
| 6. Minron 1 | 13. Lauzon |
| 7. Haida | |

Chief and Petty Officers' Whaler— $\frac{1}{2}$ mile for the HMCS Stadacona Trophy—

- | | |
|-------------------|----------------|
| 1. Comsuptlant | 7. Huron |
| 2. Stadacona | 8. Shearwater |
| 3. Buckingham | 9. Swansea |
| 4. Sioux | 10. La Hullose |
| 5. Haida & Nootka | 11. Outremont |
| 6. Lauzon | 12. Minron 1 |

Miscellaneous Whaler—1 mile for the FOAC Staff Trophy—

- | | |
|----------------|--------------|
| 1. Stadacona | 7. Outremont |
| 2. Comsuptlant | 8. Haida |
| 3. Nootka | 9. Swansea |
| 4. Shearwater | 10. Sioux |
| 5. La Hullose | 11. Minron 1 |
| 6. Huron | 12. Lauzon |

Engine Room Whaler—1 mile for the Robert Simpson Trophy—

- | | |
|----------------|----------------|
| 1. Comsuptlant | 8. Outremont |
| 2. La Hullose | 9. Minron 1 |
| 3. Swansea | 10. Haida |
| 4. Buckingham | 11. Huron |
| 5. Lauzon | 12. Stadacona |
| 6. Granby | 13. Shearwater |
| 7. Nootka | 14. Sioux |

Wardroom Whaler— $\frac{1}{2}$ mile for the Fairey Aviation Trophy—

- | | |
|----------------|-----------------------|
| 1. Minron 1 | 7. Shearwater |
| 2. Canflaglant | 8. Swansea |
| 3. Comsuptlant | 9. La Hullose |
| 4. Stadacona | 10. Huron |
| 5. Outremont | 11. Nootka |
| 6. Haida | 12. Sioux |
| | 13. Sixth Sub. Squad. |

Open Whaler—1 mile for the Halifax Shipyards Trophy—

- | | |
|----------------------|----------------|
| 1. Comsuptlant | 8. Nootka |
| 2. Shearwater | 9. Haida |
| 3. Sixth Sub. Squad. | 10. Swansea |
| 4. Stadacona | 11. Minron 1 |
| 5. Huron | 12. Sioux |
| 6. Crusader | 13. La Hullose |
| 7. Outremont | |

Young Seamen's Whaler—The Halifax Herald Ltd. Trophy—

- | | |
|----------------|---------------|
| 1. Shearwater | 7. Outremont |
| 2. Stadacona | 8. La Hullose |
| 3. Huron | 9. Haida |
| 4. Nootka | 10. Lauzon |
| 5. Swansea | 11. Sioux |
| 6. Comsuptlant | 12. Minron 1 |

Veterans' Whaler— $\frac{1}{2}$ mile for the White Ensign Branch of Canadian Legion—

- | | |
|-----------------------------|---------------------|
| 1. Comsuptlant (Yard Craft) | 5. Shearwater |
| 2. Stadacona | 6. Minron 1 |
| 3. La Hullose | 7. Swansea & Nootka |
| 4. Outremont | 9. Huron |



It's heavy. Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, presented the Cock of the Fleet trophy, representing the championship of the Atlantic Command Fleet Regatta, to Cdr. Ian A. McPhee, commanding officer of the winning Nootka. (HS-53506)

Junior Officers' Whaler—1 mile for the Colley Brothers Trophy—

- | | |
|---------------------------|----------------|
| 1. Stadacona | 5. Comsuptlant |
| 2. Swansea | 6. La Hullose |
| 3. Cortron 7 | 7. Minron 1 |
| 4. Cortron 1 & Shearwater | |

War Canoe—1 mile for the HMCS Shearwater Trophy—

- | | |
|--------------------|----------------|
| 1. Comsuptlant | 8. Huron |
| 2. Shearwater | 9. La Hullose |
| 3. Nootka | 10. Outremont |
| 4. Sioux | 11. Minron 1 |
| 5. Six Sub. Squad. | 12. Haida |
| 6. Swansea | 13. Lauzon |
| 7. Stadacona | 14. Buckingham |

Standings in combined pulling and sailing events:

- | | |
|--------------------|-----------------------|
| 1. Comsuptlant 262 | 9. Huron 137 |
| 2. Nootka 229 | 10. Buckingham 130 |
| 3. Shearwater 226 | 11. Minron 1 127 |
| 4. Stadacona 208 | 13. Sixth Sub. Squad. |
| 5. Swansea 201 | and Sioux 84 |
| 6. La Hullose 169 | 15. Granby 50 |
| 7. Outremont 159 | 16. Crusader 42 |
| 8. Haida 146 | 17. Canflaglant 33 |

Submariners Win Soccer Playoffs

The Sixth Submarine Squadron, in a do-or-die soccer battle with Stadacona Royals, pulled a close one out of the fire to take the Nova Scotia Soccer playoffs with a score of 3-2.

The submariners broke into the scoring in 14 minutes after the whistle on a long pass from centre field. Two minutes later the Royals evened it up and the half-time score stood at 1-1.

In the second half the Sixth Squadron charged up the field early and steadily hammered away at the Royals defensive

wall unsuccessfully. After nine minutes of play the Stad team moved ahead and the RN players registered the equalizer in 21 minutes.

From this point the submariners dominated the action and at the 27-minute mark they butted the ball into the left corner from a corner pass and then held their ground until the final whistle.

High Batting Averages Held

Earl Neilson and Tom Walton were holding the top batting spots for Navy in the Senior "A" Softball League battling derby in Halifax in early July.

First sacker Neilson was rocking the ball at .500 then tapered off to .393 when he was held hitless in six trips to the plate.

Third baseman Walton moved into second place by driving out four hits in 10 trips up to lift his average from .357 to .368.

'Bonnie' Scores One-sided Win

HMCS Bonaventure pounded out a 10-1 win over St. Martin's Legionaires in the Saint John (District) Senior Baseball League to hold second place in the three-team loop. St. Peter's is in the top slot.

In earlier fixtures in July, St. Martin's tied for second place with Bonaventure by blasting out a 13-7 win and then dropped into the cellar when the boys from the carrier fanned 15 batters to take the next game 5-0.

LOWER DECK PROMOTIONS

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

ACHTYMICHUK, WalterLSBD2
 ALLEN, Ray W.P2BD3
 ARCHAMBAULT, Charles T. .P1EM4
 AYERS, Clarence G.LSEM1

BARNES, Donald L.LSAP2
 BEDFORD, John C.P2EM2
 BEDRY, James R.LSCR1
 BELL, George A.P2EM2
 BERGERON, Paul J.P2EM2
 BERGERON, Roland J.LSEM1

CAMPBELL, Ronald P.P1EM4
 CHAMPAGNE, Sylva J.LSEA2
 CHRISTIE, Alan E.LSAP2
 CLAIR, Frederick G.P2EM2
 CLARK, Alexander S.LSEM1
 COTE, Barry J.LSEF3
 CRAWFORD, JohnLSEM1

DEAZLEY, William J.P1EF4
 DION, Jean J.LSEM1
 DOUCETTE, Alexander J.P2TA3
 DURNFORD, Gerald N.LSEM1

EDWARDS, Murray H.C2OT4
 ELWGREN, Gerald J.LSAP2

FLETCHER, George L.P1EM4
 FOSTER, ErwinLSEM1
 FRANCIS, Montgomery V.LSAC2
 FULTON, John L.LSEM1

GAREL, Francis D.P2EM2
 GAUDET, Joseph O.LSEM1
 GERMANO, Vernon P.P1ED4
 GOODBRAND, Gerald R.LSEM1
 GOULET, Georges F.LSEM1
 GRENIER, Francois J.P2EM2

HAMILTON, James A.LSEM1
 HANSEN, John C.LSAP2
 HARRISON, David M.P2RT3
 HARTRICK, Alfred W.P2EM2
 HASLER, Frederick G.P2CK2
 HAVILAND, William G.LSEM1
 HAZELDEN, Russell F.P1EM4
 HOOPER, Paul D.LSQM1
 HUGHES, Richard E.P2EM2

KAULBACK, Earl L.LSEM1
 KING, Herbert F.P1ER4
 KONRAD, Roy J.C2ER4

LAMARCHE, Roger R.LSEM1

LEBAR, Robert F.LSEM1
 LECLAIR, Richard J.P1EM4
 LOUCKS, Vernon I.LSVS2
 LOUGHNAN, Brian C.LSEG2

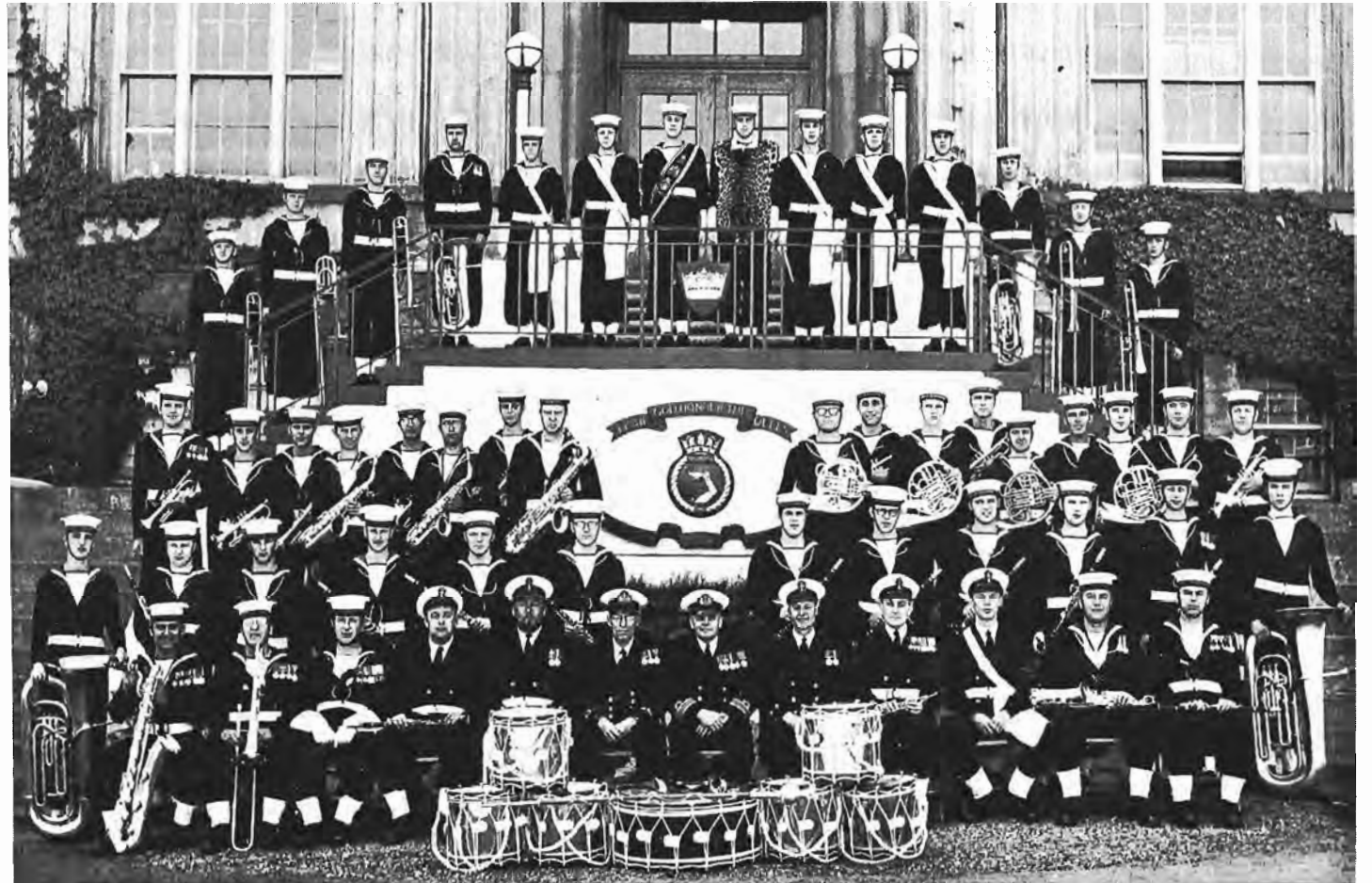
MacDONALD, John R.P2EF3
 McCABE, Thomas H.LSEM1
 McCALLUM, James B.LSAM2
 McKENDRY, Kenneth W.P1ER4
 McMILLAN, Douglas F.LSEM1
 McRITCHIE, William D.LSAP2
 MARTIN, Russell H.LSEM1
 MASON, Ronald D.LSCK2
 MILES, WarrenP1EF4
 MILLER, Harold S.P1ER4
 MOORE, James H.LSEM1
 MUIR, WilliamLSAR2

NELSON, Raymond G.LSCR1
 NICHOLS, William C.C2ER4
 NORRIS, Ronald B.P1EG4

ORR, Robert J.C2ER4

PARISEE, James T.LSEM1
 PORTER, David R.P1EF4
 PRITCHARD, William J.LSEM1
 PYE, Terrence N.P2BD3

QUINN, Earl R.LSEM1



One of the three service bands which took part in a massed band concert in Ottawa as part of the capital's Dominion Day celebrations, the Stadacona band is in the midst of yet another busy year of fulfilling many and varied engagements. Shown here with the band is Lt.-Cdr. (SB) H. G. Cuthbert, bandmaster and Staff Officer (Bands) on the staff of FOAC, and A/Cd. Off. Thomas Milner, Band officer. (HS-53378)

RAVEN, Stuart C.P2ED3
 REID, James H.LSEA2
 ROBINSON, Franklin H.LSEM1
 ROMME, Henry J.LSEM1

SALLOWAY, Keith N.C2CR3
 SAVAGE, Edward A.LSSW2
 SCRIMGEOUR, James D.P1EA4
 SHILLINGTON, John A.LSCR1
 SMITH, Kenneth R.LSCR1
 SMITH, RamonLSEA2
 SQUIRE, Ernest J.LSAC2
 STECKHAHN, Stewart A.P2EG3
 STENSON, Allan E.LSAP2

TEEPLE, Brian N.PIRT4
 THOMAS, CyrilC2ER4
 THOMAS, NormanLSAR1
 THORGEIRSON, William J.LSCS2
 THORNTON, Gary E.LSEM1
 TIMPERLEY, Benjamin W.LSBD2
 TKACHUK, JohnPIRT4
 TURNER, Leslie A.LSPW1

U'REN, Floyd G.LSMA1

VOLLICK, Edward S.LSEM1

WHITE, Ernest S.P1EF4
 WOODCOCK, Norman C.LSAP2
 WORSFOLD, Donald S.P2EM2

YEOMAN, Joseph H.LSCK2

RETIREMENTS

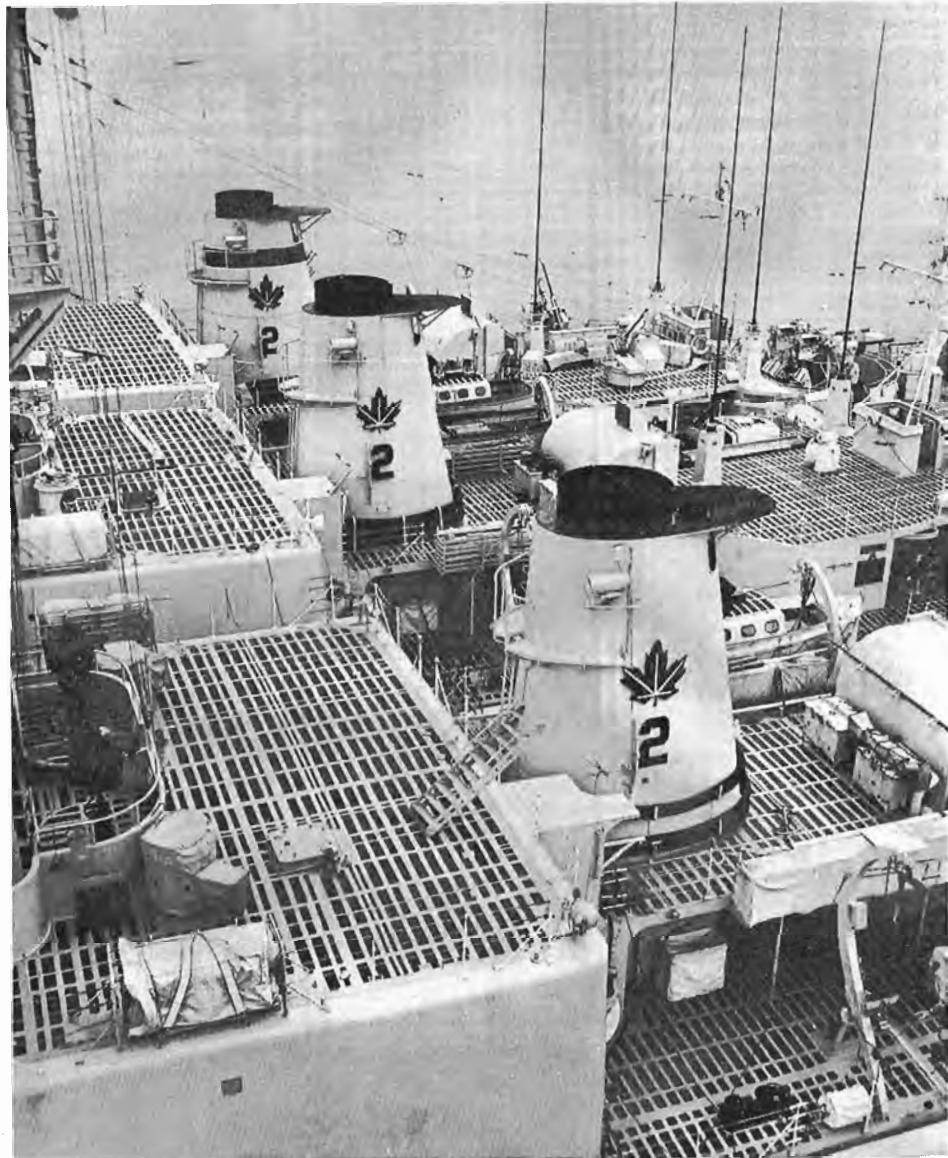
CPO WILLIAM RIPLEY COLEMAN MORTON, 45, C1QR2, of Winnipeg, joined May 9, 1933; served in *Naden, Stadacona, Vancouver, HMS Pembroke, HMS Ramillies, HMS Comet, Restigouche, Cornwallis, Givenchy, Ontario, Rockcliffe, Griffon, Queen, Scotian, Queen Charlotte, Brunswicker*; awarded Long Service and Good Conduct Medal September 10, 1948; retired May 8, 1958.

CPO CECIL RAYMOND COCKRILL, 47, C1(NQ), of Vancouver, joined May 8, 1933; served in *Naden, Stadacona, Vancouver, HMS Dragon, HMS Apollo, Skeena, St. Laurent, Nootka, Royal Roads, Prince Henry, Niobe, Peregrine, Givenchy, Ontario, Rockcliffe, Cornwallis*; awarded Long Service and Good Conduct Medal May 11, 1948; retired May 7, 1958.

CPO THOMAS BANNING, 40, C2MR4, of Hull, Quebec, joined May 10, 1937; served in *Stadacona, Saguenay, Naval Headquarters, Beaver, Medicine Hat, Protector, Peregrine, Warrior, Niobe, Magnificent, RCN Air Section, Bytown, Shearwater*; awarded Long Service and Good Conduct Medal May 10, 1952; retired May 10, 1958.

CPO CYRIL JAMES SAINSBURY, 39, C2QR3 of Cardiff, Wales; joined May 10, 1937; served in *Naden, Skeena, St. Laurent, Sans Peur, Prince Robert, Bayfield, Hochelaga II, Cape Breton, Matane, Avalon, New Westminster, Cornwallis, Chaleur, Kirkland Lake, Peregrine, Ettrick, Antigonish, Cayuga, Rockcliffe, Athabaskan, Venture, Crescent*; awarded Long Service and Good Conduct Medal May 22, 1952; retired May 9, 1958.

CPO WILLIAM JOSEPH KITTON, 38, C2ET4, of New Westminster, B.C.; joined



Presenting a strange and puzzling pattern to anyone who hasn't kept up with the RCN's new construction program, three West Coast destroyer escorts, looking like identical triplets, are shown alongside at Esquimalt. The conical smokestacks, the coachwhip antennae and the rectangular patches of non-skid decking are markedly different from anything seen in Second World War ships. Subject to correction, the ships are, from outboard, the *Skeena, Fraser and Margaree*. Only a mother could tell them apart. (E-45646)

May 10, 1937; served in *Naden, Skeena, Armentieres, St. Laurent, Ottawa, HMS Victory, HMS Vernon, Arrowhead, Stadacona, Niobe, Uganda, Givenchy, Rockcliffe, Ontario, Cornwallis, Sioux, Nootka*; awarded Long Service and Good Conduct Medal May 10, 1952; retired May 27, 1958.

CPO STANLEY FRANK PELAN, 42, C1EM3, of Camrose, Alberta; joined May 10, 1937; served in *Naden, Skeena, St. Laurent, Restigouche, Stadacona, Galt, Saguenay, Cornwallis, Peregrine, Saint John, Sault Ste. Marie, Ontario, Chatham, Sioux*; awarded Long Service and Good Conduct Medal May 10, 1952; retired May 9, 1958.

CPO PIERRE YVES BERNARD, 39, PIRG3, of St. Basile, P.Q.; joined May 10, 1937; served in *Stadacona, Saguenay, Ottawa, Armentieres, Naden, Quinte, Prince David, Vancouver, Wolf, Chatham, Givenchy, Burlington, Hochelaga, Portage, Avalon, Cornwallis, New Glasgow, Peregrine, Inch Arran,*

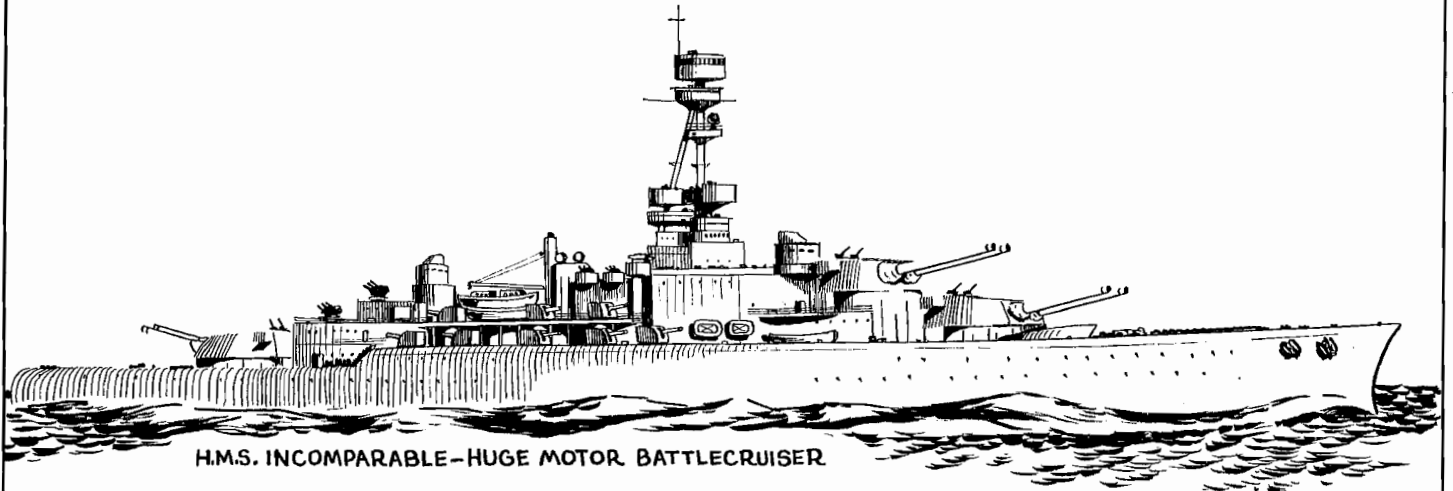
Beacon Hill, Grou, Crescent, Unicorn, Ontario; awarded Long Service and Good Conduct Medal April 30, 1952; retired May 9, 1958.

CPO FRANK EARLY STARK, 42 C1EM3, of Montreal; joined May 10, 1937; served in *Stadacona, Saguenay, Collingwood, Bittersweet, St. Croix, Sherbrooke, York, Arvida, Avalon, Peregrine, Protector, Cornwallis, Glace Bay, Scotian, Diving Tender No. 5, Diving Tender No. 3, Warrior, Magnificent, Algonquin, Carleton, Bytown*; awarded Long Service and Good Conduct Medal May 10, 1952; retired May 9, 1958.

CPO KENNETH THEODORE LANTZ, 46, C1SW3, of Port Williams, N.S.; joined July 9, 1937; served in *Stadacona, Saguenay, Venosta, King's, Avalon, Bytown, NMCJS (Washington), Somer's Isles, Peregrine, Nootka, Magnificent, Cornwallis, Quebec, Shearwater*; awarded Canadian Forces Decoration July 9, 1949; retired May 13, 1958.

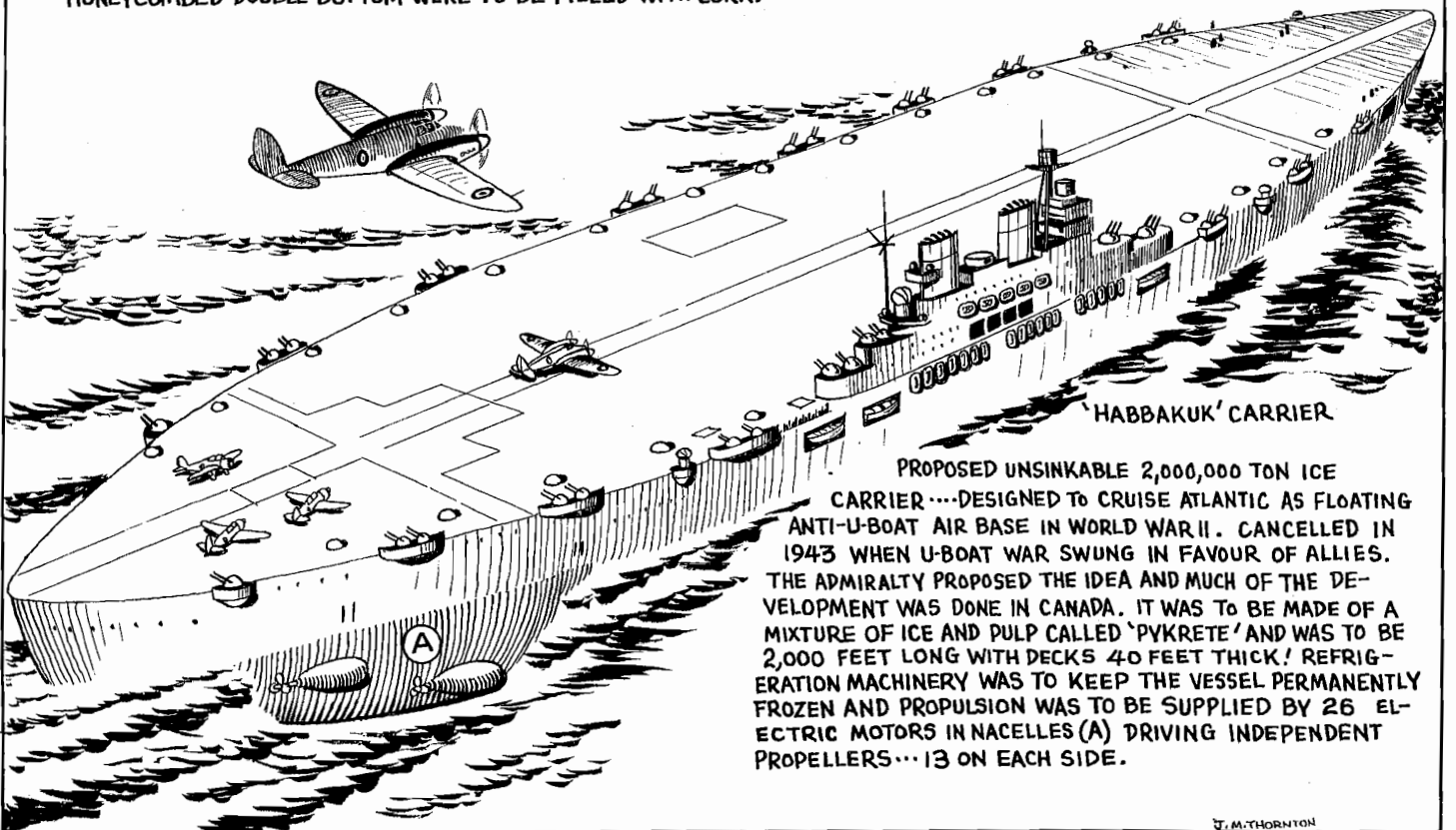
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Number 63
NAVAL DREAMS



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