

The CROWSNEST



Vol. 11 No. 33

January, 1959

A Message

FROM

The Minister

(The following message was sent by Hon. G. R. Pearkes, Minister of National Defence, to all members of the armed services, the Defence Research Board, and civilian personnel of the Department of National Defence.)

THE EVENTS of the last year have clearly indicated that there is a continuing need for all members of the free world to maintain strong fully trained defence forces if we are to ensure the peace of the world. Canada is making a meaningful contribution to the cause of peace through the magnificent efforts of our men and women in uniform serving here in Canada and abroad.

To all members of the armed services, the Defence Research Board, and the civilian personnel of the Department, I wish to express my warmest Christmas greetings. To those of you who are stationed in remote parts of Canada, with our NATO forces in Europe, and with the various United Nations missions, I would like to extend a particular message of good cheer.

The Holy Season of Christmas affords all of us an opportunity to pause and re-assess our ultimate objectives. In the midst of the tension and turmoil of these times, the divine proclamation of peace on earth to men of good will is at once a message of hope and an incentive to more determined effort. With your faith in Divine Providence renewed and fortified, I am sure that the people of Canada can count upon all of you to continue your united contribution to the maintenance of a strong and effective defence force for the preservation of peace.

Throughout the year I have had an opportunity of visiting a number of our defence establishments and of personally meeting many of you and your families. It is my hope that I will be able to visit many more of you in the months ahead. I feel that these visits have given me a more intimate understanding of your needs and they have also made me more aware of the great devotion which you bring to your day-to-day duties.

To all of you, wherever you may be, may I wish you a very Merry Christmas and a most happy and prosperous New Year.

The CROWSNEST

Vol. 11 No. 3

THE ROYAL CANADIAN NAVY'S MAGAZINE

JANUARY, 1959

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>Short Service Opportunities</i>	4
<i>Year of Solid Progress</i>	5
<i>The New Promotion Plan</i>	8
<i>Officers and Men</i>	10
<i>Half-Yearly Promotions</i>	11
<i>Weddings and Births</i>	13
<i>Requiem for the Big 'O'</i>	14
<i>Sailors in Royal Yacht</i>	18
<i>The Navy League Cadets</i>	19
<i>Afloat and Ashore</i>	20
<i>Books for the Sailor</i>	23
<i>The Navy Plays</i>	25
<i>The Bulletin Board</i>	26
<i>Lower Deck Promotions</i>	27
<i>Naval Lore Corner No. 67</i>	<i>Inside Back Cover</i>

THE YEAR AHEAD

What of 1959?

It requires no second sight, no gazing into a crystal ball to foresee change and progress in the Royal Canadian Navy in the months that lie ahead.

New anti-submarine destroyer escorts will be commissioned; the Fleet will acquire new mobility through the addition of large mobile repair ships; destroyer escorts will be exchanged between the Atlantic and Pacific Commands to simplify upkeep and operational problems.

Closer to home are the numerous revisions of the personnel structure, affecting officers and men in the fields of education, professional training, promotion and careers. Throughout the year an effort will be made to explain in these pages how the many and various changes will apply to each individual.

Unpredictable, but hoped for, is the continued use of these pages by ships at sea and establishments ashore to report the human, interesting and humorous aspects of life in the RCN.—*The Editors*.

Negative numbers of RCN photographs reproduced in *The Crowsnest* are included with the caption for the benefit of persons wishing to obtain prints of the photos.

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

Sizes, finish and the new National Defence standardized prices, follow:

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only40
8 x 10 glossy or matte finish50
11 x 14 matte finish only	1.00
16 x 20 " " "	3.00
20 x 24 " " "	4.00
30 x 40 " " "	8.00

SUBSCRIPTION RATE

The *Crowsnest* may be subscribed for at the rate of \$1 for 12 issues; outside of North America, \$1.50. Orders, accompanied by cheque or money order made to the Receiver General of Canada, should be sent to:

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

The Cover—Ships of the Second Canadian Escort Squadron steaming on the scarcely ruffled waters of the Pacific form the theme of this first cover of 1959. The picture was taken by PO G. S. Tory, now serving in HMCS *Stadacona*. The ships are, from the foreground astern, the *Skeena*, *Fraser*, *Margaree* and *Cayuga*. (O-10925)



RCN NEWS REVIEW

His Excellency the Governor General, the Rt. Hon. Vincent Massey, inspects officer cadets during his visit to Royal Roads on November 21. The "castle" and cadet block are in the background. (E-47853)

Vancouver Sea Cadets Win Trophy

The all-Canada award for the most efficient Royal Canadian Sea Cadet Corps with an enrolment of more than 100 has gone to RCSCC *Captain Vancouver*. The Vancouver corps has a strength of well over 300 Sea Cadets.

The similar award, reported in the November issue of *The Crow'snest*, made to RCSCC *Warspite*, of Kitchener, Ontario, was for corps with an enrolment of 100 or less.

Presentation of the national General Proficiency trophy to the Vancouver corps was made on December 3 at a special parade at HMCS *Discovery* by R. J. Bicknell, the newly-elected national president of the Navy League of Canada. The inspecting officer was Commodore Harold Groos, Commodore RCN Barracks, Esquimalt. The corps is commanded by Lt.-Cdr. A. Gordon Hodson.

A second national Navy League honour went to Vancouver when the Vancouver Navy League Wrenettes won the General Proficiency Trophy for Wrenettes for 1958.

New Technical School Opened

The Royal Canadian Navy's new Naval Technical School at Esquimalt was opened officially by Hon. George R. Pearkes, VC, Minister of National Defence, on October 18.

Purpose of the school is to provide naval technical personnel with the

finest possible training from basic to advanced level. Completely modern in design and facilities, it serves as a primary source of highly-skilled personnel required to operate and maintain the increasing amount of technical equipment

being developed for the ships of the fleet.

Engineering, air^{air}-engineering, electrical, electronics, ordnance and shipwright courses are covered in the technical school, which can accommodate 400 trainees.

A wing of the building is allocated for elementary and classroom training of technical apprentices. However, they do their advanced training in the shops of the main section.

Still further benefits are the elimination of duplication of workshop training and the streamlining of instructional procedures. Formerly separate, the ordnance, mechanical and electrical training establishments in *Naden* have been incorporated into the new school, as has the training establishment for naval technical apprentices. The apprentices formerly received their training at Halifax in the maintenance ship, HMCS *Cape Breton*. Transferred to the West Coast, the *Cape Breton* is being refitted to serve as a mobile repair ship for fleet support.

The school has a working floor area of four and one-half acres and three and one-half acres of windows. Its 20 classrooms are individually air conditioned. Facilities also include two lecture theatres, three mechanical drawing rooms and more than 30 other shops and sections. About 50 subject courses are available.

Officer in charge of the school is Ord. Cdr. G. B. MacLeod, who has under him

Phone Call Eases Diver's Plight

Navy frogmen have done a variety of deeds in the public service, working long hours in difficult conditions of wind and current to recover bodies, etc. But one case in November was solved by the simple expedient of a long-distance call.

Lt.-Cdr. Charles Smedley, who commands the Operational Diving Unit in Dartmouth, N.S., was telephoned from Alma, Quebec, and told a diver was suffering from the "bends" after too quick an ascent to the surface during some underwater work for a construction company.

The company had a decompression chamber, but was unsure how best it could be used to relieve the diver's discomfort. Lt.-Cdr. Smedley made recommendations for decompression treatment based on regulations used by naval divers with their own chamber. He also followed it up with air-expressed instructions, placed on a 9 a.m. TCA flight to Montreal.

There remained the problem of getting the regulations quickly to Alma, off the scheduled airlines about 240 miles from Montreal in the Lake St. John area.

However, the heat was off. Company officials phoned to say that Lt.-Cdr. Smedley's verbal advice had done the trick and the diver was well on the way to recovery.

a large staff of officers, men and civilian instructors.

The site on Lang Cove was selected for its proximity to *Naden* of which the school is an integral part and on which it is dependent for living accommodation and other services.

Hour-Long Navy Feature on TV

The submarine threat and the specialized role of the Royal Canadian Navy in the defence of North America formed the central theme of a special hour-long presentation by the Canadian Broadcasting Corporation over its national television network November 10.

The documentary entitled "Challenge from the Sea", established the present and future offensive potential of the submarine; traced its evolution; portrayed the naval forces available within NATO to counter the submarine; showed RCN ships and aircraft in action during a NATO exercise and discussed the RCN's anti-submarine destroyer escorts with Commodore Frank Freeborn and merchant shipping control with Captain Eric Brand, executive director of the Canadian Maritime Commission.

The submarine threat, the problems being faced by NATO naval planners in meeting the threat and the importance to these planners of scientific research and development programs were outlined by Vice-Admiral H. G. DeWolf, Chief of the Naval Staff.

The commentator was Stanley Burke, of the CBC, who served in the Navy during the Second World War.

The film was seven months in the making. Following a year of broad research, the subject of this particular film was agreed upon by the CBC and the RCN, in consultation with the Department of National Defence, and, in March, Antony Ferry began research for the script. This involved interviews with senior officers at Naval Headquarters and a visit to ships and establishments of the Atlantic Command.

In April, a CBC film director and camera crew were embarked in the *Bonaventure* to film operational sequences during NATO exercises. Naval photographers embarked in HMS *Alcide* and HMCS *St. Laurent* during this period also shot footage for the film while several other sequences were taken earlier by Naval photographers.

At this most critical stage of the production, a great deal of the credit for the success achieved by the cameramen must go to the officers and men of the ships concerned. Without their co-op-



Rear-Admiral J. H. J. Jegstrup, Royal Danish Navy, returns the salute of Lt. Richard T. Williamson, after inspecting a guard from *Stadacona* mounted for his formal call October 27 on Rear-Admiral H. F. Pullen (right), in the latter's capacity as NATO Commander Canadian Atlantic Sub Area. The Danish admiral is Island Commander Greenland and was making his first official visit to Halifax. (HS-54962)

eration the film could not have been produced at all.

The interviews with the Chief of the Naval Staff, Commodore Freeborn and Captain Brand were filmed at Naval Headquarters during the last week in August.

The U.S. Navy co-operated by providing a great deal of footage for the production, including the sequences of the *Regulus* missile and the submarines *Nautilus*, *Sea Wolf* and *Albacore*. Other NATO navies also provided film and wartime footage came from the National Film Board.

Naval liaison and technical supervision were carried out by Captain (SB) William Strange, Director of Naval Information.

A limited number of prints of the film have been ordered and are being distributed to selected authorities within the service.

Sussexvale Heads Training Squadron

Following a refit which included modifications to accommodate officer cadets under training, the frigate HMCS *Sussexvale* was commissioned at HMC Dockyard, Esquimalt, on November 28.

The ceremony began with an address to the ship's company by Captain H. A. Porter, Commander of the Fourth Canadian Escort Squadron and Commander

Cadet Training for the Pacific Command.

Commissioning services were conducted by Chaplain (P) W. L. Dalton, and Chaplain (RC) H. McGettigan.

The *Sussexvale* is the senior ship of the Fourth Canadian Escort Squadron, which early in the New Year commenced a program of training for officer cadets of the RCN. The ship is under the command of Cdr. V. J. Murphy.

Captain Porter, the senior officer, and some of his staff, make their headquarters in the ship.

Other members of the squadron at present in commission are the frigates *Stettler*, *Antigonish*, *Beacon Hill*, *New Waterford*, *New Glasgow* and *Jonquiere*.

Chaplain Services Command Unified

Integration of the Armed Forces Chaplain Services at the National Defence Headquarters and command levels, as announced by Hon. G. R. Pearkes, Minister of National Defence, in the House of Commons on September 2, has been completed, with the appointment December 1 of command chaplains.

Below the command level, chaplains will continue to serve the Armed Forces of which they are members. The policy under which naval chaplains serve without rank is being continued.

The Chaplain Services have been established in two components, Protestant and Roman Catholic, with each component under the direction of a Chaplain General. The Chaplain General (P) is Brigadier J. W. Forth and the Chaplain General (RC) is Chaplain (RC) Ronald MacLean. The position and designation of Chaplain of the Fleet has been abolished.

Each Chaplain General is assisted by a Deputy Chaplain from each of the Armed Forces. The Deputy Chaplains for the RCN are Chaplain (P) E. G. B. Foote and Chaplain (RC) G. E. Whelley. Two naval chaplains have been appointed Command Chaplains in the Eastern Command with headquarters in Halifax. The positions are held by Chaplain (P) B. A. Pegler and Chaplain (RC) C. B. Murphy.

Honorary WK for Governor General

His Excellency, the Governor General, the Right Hon. Vincent Massey boarded HMCS *La Hullose* at Quebec City, on September 15, to make an official visit to the Isle aux Coudres.

While on passage it became known that this was His Excellency's tenth trip at sea in one of Her Majesty's Ships. To mark the occasion, His Excellency was presented with a suitably engraved "Honorary Watchkeeping Certificate", by the commanding officer of the *La Hullose*, Lt.-Cdr. R. M. S. Greene.

Accompanying His Excellency on each occasion was his private secretary, Lionel Massey, who was also presented with an "Honorary Watchkeeping Certificate".

Officer Named To Viet-Nam

Lt.-Cdr. Stuart B. Fraser took up an appointment on the staff of the Military Component of the Canadian Delegation to Viet-Nam, effective October 13. Since May 1957 he had been Staff Officer (Administration) at HMCS *Chippawa*, the Winnipeg naval division.

Nearly \$12,000 For Springhill

The Atlantic Command of the Royal Canadian Navy had contributed \$11,832.23 to the Springhill Mine Disaster Fund by the end of November, a check of contributions at that time showed.

SHORT SERVICE OPPORTUNITIES

OPPORTUNITIES are open in the Royal Canadian Navy for officers to serve on three-year short service appointments, it has been announced by Naval Headquarters.

There are vacancies in the executive, executive (air), engineering, supply, electrical, ordnance and construction branches. Officers selected for entry will be enrolled in appropriate branches in the rank of lieutenant and below.

The announcement states that applicants should be under 35 years of age and medically fit.

Executive branch candidates must possess a minimum of junior matriculation or equivalent and have at least six months' service as an officer in the RCN, RCN(R), RN or reserves or hold a second mates or higher certificate of competency (foreign going).

In the case of executive (air) branch officers, a service flying badge as pilot is required and preference will be given to the age group of 28 years and below.

Engineering branch applicants should have service as a naval engineer officer or hold a first class Department of Transport (valid in the United Kingdom) or first class Ministry of Transport (formerly Board of Trade) marine engineer's certificate. Alternatively the applicant should have a degree in applied science or mechanical engineering from a recognized university or the equivalent standing in an approval engineering society, with or without previous marine experience.

In the supply branch, the professional qualifications required are service as an RCN(R) supply officer or a degree in commerce or business administration from a recognized university or the

equivalent standing in an approved accountants' society, with or without previous naval experience.

Entry in the electrical branch requires service as a naval electrical officer or a degree from a recognized university in electrical engineering, engineering physics, radio physics or mathematics and physics, with or without previous marine experience.

Similarly, entrance in the ordnance branch necessitates previous service as a naval ordnance officer or a degree from a recognized university in mechanical engineering, engineering physics, electrical engineering, metallurgical engineering, chemical engineering or mathematics and physics, with or without previous marine experience.

Constructor branch entry requires service as a naval constructor officer or a degree from a recognized university in naval architecture or civil engineering, with or without previous marine experience, or membership in the Institute of Naval Architects or the Society of Naval Architects and Marine Engineers or equivalent.

Exceptions as to age or rank on entry may be made in cases of applicants with special qualifications or experience. Under ordinary circumstances, qualified applicants will be offered entry as lieutenants, sub-lieutenants or commissioned officers.

Officers holding short service appointments, who have completed one year's service, may apply for and be considered for permanent commissions.

A short service appointment is a "regular force" appointment, with officers receiving the same pay and allowances

as those of the permanent Navy. Should an "SSA" officer continue in the permanent RCN, his time in the short service appointment or extensions thereof counts fully toward pension. If his short service appointment expires in the normal course of events, he is returned all pension deductions made during his service and is paid a gratuity of one month's pay and allowances for each year of service.

While five- and seven-year short service appointments were offered in the naval aviation branch shortly after the Second World War, the three-year appointments were first introduced following the outbreak of the Korean war, which brought about rapid expansion of the Navy. The plan was announced by message in December 1950 and the first officers under it were enrolled in January 1951.

It is felt that the current offer of short service appointments will prove particularly attractive to those who find that their training and skills are not being utilized to the full and who find themselves challenged by the technological advances made by the Navy in recent years.

The Royal Canadian Navy has set itself a high standard of training and intends to maintain it. However, the RCN has not closed the door on those who have achieved similar standards in civilian life and whose particular skills are of value to the service.

Through the short service appointment plan, the Navy feels it can maintain its present standards and at the same time offer useful employment, stimulating experience and valuable training.



HMCS Bonaventure is shown entering harbour at Valetta, Malta, during last fall's NATO exercises in the Mediterranean. (Royal Naval Official Photograph)

1958 - - YEAR OF SOLID PROGRESS

THE YEAR 1958 was one of solid progress for the Royal Canadian Navy.

It was a year in which the development of new levels of efficiency among existing forces and an even greater concentration on improving the RCN's anti-submarine capability overshadowed statistical gains in ships and personnel.

Ships of the fleet were at sea from the beginning of the year to its end, on training cruises, exercises and operational duties that took them as far as Malta, in one direction, and South Viet-Nam in the other. Every opportunity was sought and taken to practise for an anti-submarine role which, as it became more sharply defined, became more complex and demanding.

Ashore the story was the same, with the training of personnel and the command and logistic organizations devoting their efforts exclusively to the present and future needs of the fleet and its specialized function.

At the year's end, the Navy had 47 warships in commission, two Royal

Navy submarines under its operational control and a further six warships under refit. This compared with 45 ships in commission and five in refit at the end of 1957.

The regular force totalled 19,817 officers, men and wrens at November 1, compared with a strength of 19,258 at the beginning of November 1957. In addition, there were 361 officer cadets and 185 technical apprentices under training. Last year's figures for these categories were 267 and 157, respectively.

Major additions to the fleet in 1958 were:

Destroyer escorts: HMC Ships *Restigouche* and *St. Croix*, first of two of the new Restigouche class anti-submarine vessels. The other five of this class are nearing completion and are scheduled to be commissioned in 1959.

Frigates: HMCS *New Waterford*, last of 21 anti-submarine frigates to be modernized.

Anti-submarine aircraft: Of 100 CS2F Trackers on order, 43 have been deliv-

ered to date. Work has begun on a modified version with improved anti-submarine capabilities. First of the modified Trackers is expected to be in service by mid-1959.

Fighter aircraft: The Banshee jet fighter procurement program was completed, bringing to 39 the total number purchased from the U.S. Navy.

To give further flexibility to the fleet, HMC Ships *Cape Breton* and *Cape Scott* were taken in hand for refit as mobile repair ships. Entering service in 1959, they will be capable of carrying out non-major repair work for ships either at sea or at points remote from dockyards and shipyards.

Armament additions included:

Guided missiles: Banshee jet fighters were fitted with the air-to-air "Sidewinder", first guided missile to be put into operational service in Canada's armed forces.

Homing torpedoes: Anti-submarine helicopters were fitted to carry homing torpedoes. Previously limited to submarine detection, these helicopters now



The Royal Canadian Navy in 1958 became the first of Canada's armed forces to arm itself with guided missiles. A Sidewinder is shown slung beneath the wing of a Banshee jet fighter. (DNS-21044)

have a "kill" capability as well. The homing torpedo is carried also in destroyer escorts and Tracker aircraft.

Training advances included:
Opening of the new Naval Technical School at Esquimalt on October 18 The

school will serve as a primary source of highly skilled personnel required to operate and maintain the increasingly complex equipment being developed for ships of the fleet.

Formation of a cadet training squadron on the Pacific Coast. Primary task of the squadron, composed of frigates, is to provide sea training for naval cadets from the Canadian Services Colleges, universities and *Venture*.

The squadron has taken over the duties of the training cruiser *Ontario*, which was paid off October 15. The move made available nearly 600 officers and men for anti-submarine ships of the fleet. Establishment of a cadet training squadron has the advantage of training cadets in ships more comparable in size and equipment to the destroyer escorts in which the majority will serve on receiving their commissions. The frigates are also capable of rapid transfer to operational duties if required.

Further steps were taken during the year in implementing the Navy's long-range plan for revision of its personnel structure. Among these was the introduction of a streamlined educational service broadening career opportunities for serving personnel.

Sea training activities ranged all the way from single-ship workups to large-scale NATO exercises. Canadian warships worked alongside those of France,



Ships of the Second Canadian Escort Squadron weave a graceful pattern on the sea not far from their home base at Esquimalt. Taking part in the manoeuvres were the Athabaskan, Fraser, Skeena, Margaree and Cayuga—a team that is soon to be broken up by an exchange of ships between the Atlantic and Pacific Commands. (E-47822)

Italy, the Netherlands, Portugal, the United Kingdom, United States and West Germany. Their travels took them to numerous ports on both coasts of Canada and the U.S.A. and to Japan, Hawaii, Hong Kong, South Viet-Nam, Okinawa, Fiji, Australia, New Zealand, Alaska, Central America, Mexico, the West Indies, France, Malta, Italy, the Azores, Gibraltar and the United Kingdom.

On the Great Lakes, a training squadron from the Atlantic Command provided sea training during the summer for naval reservists from across Canada. More than 500 new entry seamen of the RCN (Reserve) passed through the Great Lakes Training Centre, at Hamilton, during the peak months of July and August.

A proud and colourful occasion was the review by Her Royal Highness, the Princess Margaret, of 32 ships from Canada, the United Kingdom and United States at Royal Roads, near Victoria. It was the first Royal Fleet Review ever held in Canada.

RCN ships also took a prominent part, along with others from France, the Royal Navy and U.S. Navy, in Quebec City's 350th anniversary celebrations.



A destroyer escort of the Restigouche class, the Kootenay is seen undergoing power trials in West Coast waters. Scheduled to be commissioned this spring, the Kootenay will serve in the Atlantic Command. (E-47950)

EX-WRENS HELD 1958 REUNION

From all the provinces of Canada and many parts of the United States, 346 ex-Wrens gathered in Vancouver, August 22-24, for the second WRCNS Reunion since the Second World War.

Registration at the University of British Columbia was followed by a reception and a tour of Chinatown.

On Saturday a five-hour cruise of Howe Sound in HMCS Ships *Jonquiere*, *New Glasgow* and *Beacon Hill* was the highlight of the weekend. The officers and men of the three frigates spared no effort to make this day memorable.

Mrs. Adelaide Sinclair, OBE, Deputy Director of UNICEF and former Director of WRCNS, in which she held the rank of captain, was the speaker at the dinner on Saturday evening in the Thunderbird Room of the Mount Pleasant Canadian Legion. Head table guests included the Lieutenant-Governor of British Columbia, Frank M. Ross and Mrs. Ross, Cdr. (W) Isabel J. Macneill, OBE, RCN(R) (Ret'd), Lt.-Cdr. (W) Jean Crawford-Smith, and Captain J. C. Littler.

Sunday was another full day with church services, a tea in HMS *Discovery* and an evening business meeting and farewell party at the University of British Columbia.

Once again the ex-Wrens have proved that their war-time service engendered a remarkable esprit de corps which, if possible, grows stronger with the passing years.

N.Z. Frigate Hunts Pirates

Piracy in this day and age?

The Royal New Zealand Navy News Summary reports that a major outbreak of piracy in North Borneo resulted in the despatch of the frigate HMNZS *Rotoiti* to the area from Singapore late in September.

A signal from the frigate to headquarters in New Zealand said the outbreak was so severe it had disrupted trade between villages and caused the evacuation of some outlying islands.

However, the most exciting event of the frigate's anti-piracy patrol was a visit to the isolated village of Sempora, a spot particularly vulnerable to piracy because of its total dependence on sea transport. The villagers were cheered up immensely by the visit and their morale climbed to even greater heights when they beat the ship's teams at both soccer and basketball.

The visit included a display of native dancing and concluded when the *Rotoiti* took the assistant district officer, the village headmen and 30 school children to sea for a morning.



PO Jack London was the most important man at HMCS York on October 1, when Mrs. Harry Lang of the Naval Women's Auxiliary, presented him with the 'Man of the Year' award. The award commemorates members of the RCN and RCNVR who lost their lives during the Second World War. (COND-4979)

PROMOTION

Evaluation To Be Based on Performance rather than Personal Characteristics

A NEW promotion system for men and wrens will be implemented on February 1, 1959, replacing the CNS 507 roster system.

Some two years of study have been devoted to this project. Investigation has been made of the systems in effect in the British, American and other Canadian Armed Forces and of current industrial practices. The best aspects of these systems have been selected and modified for use in the RCN.

A large number of RCN officers and men contributed to the project. Appreciation is extended to all those who assisted the "CNS 507 Assessment Committee" in attaining its objective and to those who later studied the report and made constructive appraisals.

Evaluation

THE PRESENT "CNS 507 Assessment of Suitability for Promotion" and "Guide" will be cancelled and replaced by Forms 4000-4002. With this change, a new principle is being introduced: evaluation will be based on performance instead of personal traits and characteristics. The essential thing is to determine how "effective" a man is in the execution of his rank duties and the only way to do this is to observe performance. For example, the best way of predicting how a batter will perform is to look at his "batting average" which represents batting performance in the past.

The Performance Evaluation Guide, Form CNS 4000, is used to evaluate the performance of men of the rank of Petty Officer 2nd class to Chief Petty Officer 1st class inclusive. In using this Guide, the rater must examine six areas of performance: (1) Attendance to duty; (2) Decision making and judgment; (3) Organization and Management; (4) Relations with associates; (5) Attitude to discipline, regulations and procedures, and (6) Appearance and bearing; civil behaviour, speech and conduct.

The "Performance Evaluation Worksheet A" (CNS 4001) is used to record the evaluation of men of P2 to C1 ranks.

The "Performance Evaluation Worksheet B" (Form CNS 4002) will be used to evaluate and record the evaluations of able and leading seamen. This

form covers seven areas of performance: (1) Reaction to orders; (2) Performance of routine jobs; (3) Relations with associates; (4) Self-improvement; (5) Self-assurance; (6) Attitude to discipline, regulations and procedures; (7) Appearance and bearing, civil behaviour, speech and conduct.

In general, the evaluation will be started by the man's immediate supervisor provided he is at least one rank



senior to the man and of petty officer rank or above. It then goes to the divisional officer, thence to the head of department and finally to the captain. The purpose of this procedure is to get a group evaluation, that is, a more complete picture of all aspects of a man's performance. Finally the man will be interviewed by the divisional officer in the presence of his supervisor and will sign the evaluation. All performance evaluations are scored at Naval Headquarters.

Rosters

THE ROSTER point system is being replaced by a "non-cumulative" composite score which will be calculated half-yearly at Naval Headquarters for men who have completed all of the minimum requirements for promotion to the next higher rank and are, as a result, in the "Promotion Zone". The

following items will be used, with points awarded as indicated in the right-hand column:

ITEM	MAXIMUM POINTS
PERFORMANCE EVALUATIONS, over a period of 2-3 years.	200
TIME IN RANK BEYOND THE MINIMUM REQUIREMENT. Points start to accumulate on completion of all of the minimum requirements. No points will be granted on entry or re-entry.	40
CONTINUOUS, UNBROKEN, FULL-TIME RCN SERVICE. Accumulated from date of entry in the RCN. A break in service (e.g., non re-engagement) reduces these points to 0. No points will be granted on entry or re-entry.	40
EDUCATION subjects other than those required for trade qualification. Maximum number of courses for which credit may be gained in a rank is 2. Half points carry over to next higher rank. Present minimum education requirements have been deleted.	20
CONSTRUCTIVE SUGGESTIONS and special skills. (This part of the score will not be used at the present time.)	40
RANK EXAMINATION. (This part of the score will not be used at the present time.)	60
Total maximum points	400

The composite scores of men in the promotion zone will be calculated at the Naval Headquarters Promotion Analysis Unit and, starting with the highest score and working down through the list, men will be promoted to meet vacancies in complement. The names of those who may be promoted will be forwarded to RCN Depot in the form of a PROMOTION LIST. This list will show only those who can be promoted immediately. Commanding officers will continue to be the final authority in effecting promotions.

In addition to promotion lists, Naval Headquarters will forward to RCN Depot for distribution:

- (1) STATUS CARDS: Cards will be prepared for those who have met

the minimum requirements for promotion but who cannot be promoted now because of lack of vacancies. Points gained for RCN Service, time in the promotion zone and education will be shown. Actual performance evaluation scores will not appear. However, the quarter in which the average performance evaluation fell, will be indicated, i.e., first, second, third or fourth quarters of any group in the promotion zone.

(2) **QUALIFICATIONS CARDS:** Cards will be prepared for those who have not yet completed the minimum requirements indicating which of these requirements have been fulfilled.

These cards will be forwarded from RCN Depots to ships and establishments for distribution individually to men. No man will be given the status or qualifications card of any other person.

The final list which is forwarded to depot regarding the status of personnel is the **ELIMINATION LIST**. This list will contain the names of persons whose performance in present rank is unsatisfactory or deteriorating. RCN Depot will investigate these cases and when necessary convene elimination boards.

Conversion

A GREAT DEAL of study has been devoted to the problem of converting from the roster system to the new promotion system. Consideration was given to allowing men to retain points accumulated on rosters and adding these to the new composite score. Such a procedure, although giving an immediate impression of "fairness", would in fact be superficial, and an unfair way of dealing with the problem.

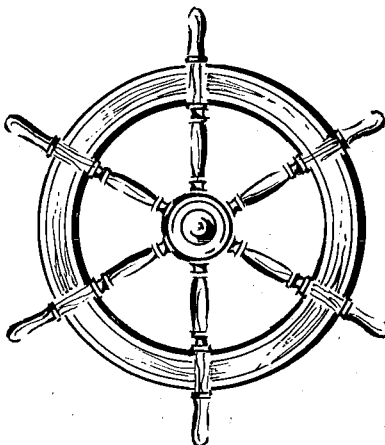
The total composite score is 400 points of which 300 will be used in the immediate future (see discussion under "Rosters"). In most trades, those competing at the "top" of present rosters are separated by very few points. It can be seen that a one point difference between men in relation to the total possible score of 300 is relatively insignificant. It was apparent that adding roster points to composite scores would not give adequate recognition to past accomplishments. Another factor with regard to this method of conversion which may be significant on the implementation of the new trade structure is that the maximum points held by different ranks in different trades are

not the same due to limited promotion in some of these trades.

It has been concluded that the conversion must reflect the principles of the new promotion system. In the old system roster points for assessments were ADDED in time; in the new system evaluation points will be AVERAGED in time and separate credits given for service. In the old system a very high proportion of total points could be gained for education granted or achieved and a proportion of these points carried forward on each successive promotion; in the new system a limited weight has been placed on education with restrictions on the number of courses which can be credited in each rank and points carried over to higher ranks. Any crediting of old roster points under the new system would mean double-counting assessments, time and education. Therefore, rosters and roster points as such are not being converted on implementation of the new promotion system. Instead, credit is being given for past accomplishments in accordance with the new rules, as follows:

CNS 507 Assessments: In order to get an average evaluation over a period of time, past CNS 507 assessments will be converted and used in the composite score. In accordance with the new rules, the average will be calculated from the assessments made over the minimum time required from promotion to the next higher rank, counting back from the present and using, in addition, the first new performance evaluation. When composite scores are calculated each successive half-year, the earliest CNS 507 used in the average will be dropped. The conversion scale, based on the CNS 507 Guide, will be:

CNS 507	New Value
5	180
3	150
1	100
0	30



An example of how the converted 507s would be applied to a man in the rank of petty officer, first class, or chief petty officer, second class, follows:

(a) *First Half-Year*

Old CNS 507 Assessments were (from the earliest to the most recent) 1, 1, 3, 3, 5.

Calculation of average: 100 + 100 + 150 + 150 + 180 + 1st Performance Evaluation (PE) divided by six, i.e., half-yearly assessments of three years in rank.

(b) *Second Half-Year*

Calculation of average: 100 + 150 + 150 + 180 + 1st PE + 2nd PE, divided by six, the first 507 assessment being dropped.

Continuous, Unbroken, Fulltime RCN Service: Points will be given for each month of continuous, unbroken, full-time RCN service starting with the date of enrolment or re-enrolment. No points to be given to any man on enrolment. The only exception to this will be the man who enrolled in the wartime RCNVR or RCNR and transferred directly to the RCN without a break in service. In this case, points will be calculated from date of enrolment in the wartime force.

Time in the Promotion Zone: Men now underlined on rosters are considered to be in the promotion zone and points will be calculated from the date of the roster on which they first became underlined. In future, the date for calculation of these points will be the date on which the man completed all of the minimum requirements for promotion to the next higher rank.

Education: Points will be given for previous education credits granted or achieved through taking courses or writing examination. In converting these credits it will be assumed that men would have achieved their credits in such a way that they would have received the maximum points in the new system.

General

THE ORDERS and instructions governing the new promotion system will be promulgated in BRCN 113 (1) Chapter 2 with details of the conversion of roster data appearing in Chapter 4.

An officer known as the "Promotion Monitor" has been appointed to each RCN Depot. These officers have lectured to officers and men in the Commands and will advise on problems arising out of the promotion system and provide guidance in using the new evaluation forms.

OFFICERS AND MEN

Venture 'Grads' *Fly in Florida*

Nineteen naval cadets, recent graduates from HMCS *Venture*, have been promoted to the rank of midshipmen and are undergoing flying training at the United States Naval Air Station at Pensacola, Florida.

On completion of the 16-month course, they will be appointed to RCN air squadrons operating from *Shearwater*, and from the *Bonaventure*.

While at *Venture*, the midshipmen received at least 30 hours of airborne instruction in light aircraft and 60 hours of ground instruction, and qualified for the Department of Transport private pilot's licence. Their elementary flying training was taken during their two-year *Venture* course, which also included academic studies and instruction in seamanship, naval history, pilotage and navigation, physical and recreational training, and approximately four months at sea in a training ship.

The midshipmen are: H. R. Beagle, J. S. T. Cantlie, R. A. Clark, C. F. G. Crisp, P. W. Davidson, R. B. Edey, N. O. Floren, G. C. Gray, J. T. Guest, J. Laquerre, J. J. Lehmann, Brian Moorhouse, R. A. Morrison, W. H. Nash, R. L. Nelson, J. V. Ouelette, G. R. Scott, C. R. H. Thoms and C. T. Young.

Admiral of Fleet *Presents Trophies*

Four silver trophies from former Royal Navy ships bearing the name *Bonaventure* and brought to Canada for the aircraft carrier HMCS *Bonaventure* by Britain's First Sea Lord, Admiral-of-the-Fleet, the Earl Mountbatten of Burma, were presented by him during his October visit to Vice-Admiral H. G. DeWolf, Chief of the Naval Staff.

The silver will remain in the care of the RCN as long as it has a warship with the name *Bonaventure*. The trophies include a rose-bowl, a sugar dredger, a twin-handled tankard and a glass and silver cigar lighter.

They were trophies originally presented before the First World War to HMS *Bonaventure*, which began her naval career as a second class protected cruiser, launched in 1892 and sold out of service in 1920, after First World War service as a submarine depot ship.



Three sailors try to concentrate on a sailor's hornpipe lesson from two ballerinas on board the coastal minesweeper *Resolute* in Halifax. The young ladies are members of the National Ballet Company, Janet Greene (left) and Jeanette Cassels. The sailors are, left to right: AB John McAllan, Ldg. Sea. Bert Powell and Ldg. Sea. Maurice Turner. Members of the ballet company visited the Dockyard and ships alongside during their appearance in Halifax in November. (HS-55216)

She was based at Esquimalt, with the Royal Navy in 1905.

The name *Bonaventure* is an honoured one among British fighting ships and goes back to the days of Edward IV. Although the name appears many times in British maritime history, there are only seven official naval antecedents of the present *Bonaventure*.

The first was a ship bought by Edward IV about 1475. No details are known about her.

The second, the Elizabethan *Bonaventure*, was purchased in 1567 and broken up in 1611, having taken part in some of the most glorious exploits of Elizabethan seafarers. She fought the Spanish Armada in 1588 and was

HALF-YEARLY PROMOTIONS LIST

The names of 26 officers are contained in the half-yearly promotions list of the Royal Canadian Navy. The regular force is represented by 20 officers and the Royal Canadian Navy (Reserve) by six. The list follows:

ROYAL CANADIAN NAVY

To be Captain (1)

Commander Raymond Phillips, commanding officer, *Fraser* (destroyer escort).

To be Commander (6)

Lt.-Cdr. Leslie John Hutchins, Staff Officer Intelligence on the staff of the Director of Naval Intelligence, Naval Headquarters.

Lt.-Cdr. Vincent John Murphy, commanding officer, *Sussexvale* (frigate).

Lt.-Cdr. Mark William Mayo, Staff Officer (Operations) to the Senior Canadian Officer Afloat (Atlantic).

Lt.-Cdr. Robert William James Cocks, commanding officer, *Antigonish* (frigate).

Lt.-Cdr. Robert Hilborn Falls, *Bonaventure*.

Lt.-Cdr. Bernard Charles Thillaye, attending RCAF Staff College, Toronto.

To be Commander (E) (3)

Lt.-Cdr. (E) George Keith Inglis, Assistant Manager Engineering Department, HMC Dockyard, Esquimalt.

Lt.-Cdr. (E) Donald Patrick Nash,

on the staff of the Engineer-in-Chief, Naval Headquarters.

Lt.-Cdr. (E) John Frederick Frank, *Bonaventure*.

To be Captain (L) (1)

Commander (Acting Captain) (L) John Campbell Gray, Command Technical Officer, Pacific Command.

To be Commander (L) (1)

Lt.-Cdr. (L) Carl Wesley Ross, electrical officer, *St. Laurent* (destroyer escort).

To be Instructor Commander (1)

Instr. Lt.-Cdr. Bernard Summers Lake, *Cornwallis*.

To be Surgeon Captain (2)

Surgeon Commander (Acting Surgeon Captain) George William Chapman, Deputy Medical Director, Naval Headquarters.

Surgeon Commander (Acting Surgeon Captain) Walter John Elliot, Principal Medical Officer, RCN Hospital, Esquimalt, and Command Medical Officer Pacific Command.

To be Commander (S) (3)

Lt.-Cdr. (Acting Commander) (S) John Leo Neveu, commanding officer, *D'Iberville*, Quebec City.

Lt.-Cdr. (S) Robert Clifford Willis, attending University of Western Ontario.

Lt.-Cdr. (S) John Kevin Power, Staff Officer (Supply and Medical) to the

Director of Personnel (Officers), Naval Headquarters.

To be Constructor Commander (1)

Constr. Lt.-Cdr. John Ross Morgan, project co-ordinator on the staff of the Assistant Chief of Naval Technical Services (Ships), Naval Headquarters.

To be Commander (SB) (1)

Lt.-Cdr. (SB) Reginald Campion Hayden, Deputy Director of Naval Information, Naval Headquarters.

ROYAL CANADIAN NAVY

(RESERVE)

To be Commander (3)

Lt.-Cdr. (Acting Commander) Robert Graham Bell, executive officer, *Donnacona*, Montreal.

Lt.-Cdr. John Wilbur Dangerfield, *Chippawa*, Winnipeg.

Lt.-Cdr. (Acting Commander) John Godwin Chance, commanding officer, *Cataraqui*, Kingston, Ont.

To be Instructor Commander (1)

Instr. Lt.-Cdr. Alexander Keith Glashan, *Donnacona*, Montreal.

To be Surgeon Commander (1)

Surg. Lt.-Cdr. (Acting Surgeon Commander) Harvey Douglas Hebb, *Non-such*, Edmonton.

To be Commander (S) (1)

Lt.-Cdr. (S) Douglas Whittaker Paddell, *Prevost*, London, Ont.

in the small force of Lord Thomas Howard that escaped the action off the Azores in which the Spanish captured Sir Richard Grenville and his *Revenge* after the famous fight between "the one and the fifty-three".

The third *Bonaventure* was a ship of 32 guns built in 1621. She was blown up when a shot hit her magazine during a battle between the Dutch and English off Leghorn in 1653.

The fourth *Bonaventure*, a ship of 38 guns, was built in 1649 as the *President*, renamed *Bonaventure* in 1660, and renamed *Argyle* in 1713.

The fifth was the submarine depot ship of the First World War and the sixth was a 5,450-ton cruiser of the Dido class, launched in 1940 and torpedoed and sunk by a German submarine south of Crete while escorting a convoy in the spring of 1941.

The seventh and last *Bonaventure* to serve the Royal Navy before the name came to the Royal Canadian Navy was

a submarine depot ship commissioned in 1942 and disposed of in 1948.

Newspaper Has Successful Year

With its 51st issue, the *Navalaire*, publication of RCN Air Station *Shearwater*, celebrated its first anniversary on November 8. During its first year of publication, the paper expanded from four pages to eight, then to 12, but has averaged out at eight pages an issue.

Distribution has increased from 1,500 to slightly more than 6,000. The readership is not confined to the air station, for it is distributed throughout the Shannon Park naval married quarters and, to a lesser extent, in ships and establishments on the Halifax side. Contents of the *Navalaire* are not confined to activities at *Shearwater* alone.

The editor of the *Navalaire* is Lt. (SB) Eric Haywood and, as the lively

layout indicates, his normal role is photographic officer of the air station.

Gifts from Ships Appreciated

Charitable deeds of two ships in the Atlantic Command have brought letters of appreciation to Command Headquarters in Halifax.

The following is an extract from a letter written by authorities at the Children's Hospital, Halifax:

"We recently received through the kindness of the Ship's Company of HMCS *Lauson* a 21-inch Marconi television set for use of our kiddies in the hospital.

"As I understand the ship is being decommissioned and that the regular ship's company have been drafted elsewhere by now, would you please accept on their behalf the many, many thanks of the Board of Management of the Children's Hospital for their kindness and thoughtfulness.

"As you know, in the past, many of the ships being decommissioned have seemed to make a donation either in cash or material to the Children's Hospital. Such donations not only assist us financially but comfort us to the extent that we can always count on the personnel of your Service as kind friends of the Children's Hospital. This pleasant relationship that exists, I am sure, reflects nothing but honour upon the Navy's personnel in their community."

The paying off of another ship has had its sequel, too. The superintendent of the Little Flower Institute at Sydney, N.S., where the Algerine coastal escort was paid off, had this to say:

"We wish to extend our sincere thanks to the officers and men of HMCS *Sault Ste. Marie* for their very generous gift of a television set to the children here at Little Flower Institute".

The *Sault Ste. Marie* served in the Great Lakes in the summer reserve program. The frigate *Lauzon* was paid off for refit in Pictou.

Sonar Trainer Makes Rounds

MASTU 1, the Royal Canadian Navy's Mobile Anti-submarine Training Unit started out last fall on a "training cruise" through western Canada.



Hon. Frank L. Bastedo, Lieutenant-Governor of Saskatchewan, travelling with His Excellency the Governor General, visited the Canadian Services College Royal Roads, during a November visit to Victoria. At the military college the visiting party witnessed a wing parade and foured the establishment. Later Lieutenant-Governor Bastedo met many of the officer cadets of the college. Here he meets a Saskatchewan officer cadet, Claremont Castonguay, at extreme left. Looking on, beside Mr. Bastedo, is Officer Cadet Herbert Widdifield, also from Saskatchewan. (E-47851)

Page twelve

Based at the headquarters of the Commanding Officer Naval Divisions in Hamilton, the mobile unit left September 29 on a fall and winter tour of naval divisions in Ontario, Manitoba, Saskatchewan and Alberta. It returned to Hamilton a few days before Christmas.

First "port of call" was Calgary, and from there the unit is working its way back to Hamilton via Edmonton, Saskatoon, Regina, Winnipeg and Port Arthur.

MASTU 1, is housed in two large trailer transports. The complete unit is designed to provide additional anti-submarine training for officers and men of the RCN(R) attached to the various naval divisions. Complete with sonar gear and equipment which can simulate anti-submarine warfare, the unit will be busily engaged in "attacking and sinking submarines" though hundreds of miles from the nearest salt water.

At each stopover, the mobile anti-submarine training unit spends several days working with the local naval division. It provides training opportunities to naval reserve personnel at all levels, from the basic instruction of new ordinary seamen to refresher courses for experienced officers. Basic training in anti-submarine warfare is also given to officer cadets of the University Naval Training Divisions, to Sea Cadets and to Wrens.

Lieutenant Robert E. Middleton, is officer-in-charge of the unit.

Captain Osborn Retires from RCN

After 18 years' service with the Royal Canadian Navy, Captain (E) John S. Osborn, 51, is on retirement leave. Since July 1956 he had served on the staff of the Flag Officer Pacific Coast as Command Technical Officer.

Born in Dunedin, New Zealand, Captain Osborne came to Canada 22 years later. He was a boiler inspector and marine engineer in Toronto before entering the naval service (RCN Reserve) in 1940 as a warrant engineer.

During the Second World War he held engineering appointments ashore in Halifax, St. John's, Newfoundland, and Prince Rupert, and at sea as engineer officer of HMCS *Port Colbourne* (frigate) on North Atlantic, North Russian and Gibraltar convoy routes.

He transferred to the regular force after the war as a lieutenant-commander (E), serving in Sydney, N.S., and Naval Headquarters in Ottawa. In 1948 Captain Osborn went as an RCN observer with a Royal Navy expedition to the Arctic.



A family, all four of whom have been or are members of the Navy, is that of Mrs. John Crichton, St. John's, Newfoundland. For four and a half years as Lt. (W) Emma S. Crichton, RCN(R), she served in HMCS *Avalon* on the staff of the Canadian Naval Commander, Newfoundland, until her recent retirement to civilian life. She is retaining her connection with the Navy as an officer on the retired list of HMCS *Cabot*. In training at the College Militaire Royal de Saint-Jean, St. Jean, Quebec, is her son, Cadet John A. F. Crichton, RCN, (left), while her second son, Cadet Andrew G. Crichton, RCN(R), (right), is a member of the University Naval Training Division at Memorial University, St. John's. Mrs. Crichton's husband, the late Lt. John Crichton, RN, was killed in action on December 15, 1941, while serving in HMS *Galatea* in the Mediterranean. (NFD-4438)

He subsequently held appointments in the naval dockyard at Halifax; as engineer officer in the cruiser *Ontario*; as Staff Officer (Engineering) to the Naval Member, Canadian Joint Staff (London); and in the personnel branch at Naval Headquarters.

Captain Osborn is an artist of considerable renown, and his paintings have hung in galleries of several countries and on recent occasions in the Victoria Art Gallery.

He is a member of the Institution of Mechanical Engineers and also president of the Victoria branch of the Institute of Marine Engineers. Active in various sports, Captain Osborn is an ardent golfer and affiliated with golf associations in the Victoria area. Over the past year he has been president of the RCN Golf Association at Esquimalt.

Esquimalt Civil Servants Honoured

Four employees of HMC Dockyard, Esquimalt, with a total of 59 years at the Esquimalt naval base, have been presented with special certificates in

recognition of their services on their retirement.

Presentations were made by Commodore John Deane, Commodore Superintendent Pacific Coast, at a ceremony held during October in the Dockyard. The recipients were: Vaclav Yanda, carpenter, 16 years' service; Arthur Clements, maintenance, 19 years' service; John W. Walker, maintenance, 12 years' service, and Kenneth J. Oldfield, clerk of works, 12 years' service.

Trafalgar Ball Aids Benevolent Fund

Over 350 guests attended the annual Trafalgar Ball sponsored by the Naval Officers' Association of Canada (Montreal Branch) held in the Normandie Room of the Sheraton-Mount Royal Hotel, Friday evening October 24. Proceeds will be used to aid the Royal Canadian Navy Benevolent Fund.

Guests were received by Peter McCallum, president of the Montreal Branch and Mrs. McCallum. Guest of honour for the occasion was Commodore Paul Earl, Senior Naval Officer Montreal Area.

The walls of the Normandie Room were decorated with naval bunting and traditional flags. A model of HMCS *Crusader* and an RN submarine were prominently displayed. A replica of the Nelson Column of Trafalgar Square formed the centrepiece for the head table and such other interesting items as a model of the *Victory* were on display.

The committee in charge of this year's party—one of the largest held in recent years—were Peter McCallum, pres-

WEDDINGS

Lieutenant Thomas C. Arkell, *Miramichi*, to Miss Marilyn Brown, of Sydney Mines, N.S.
Able Seaman Douglas Barbour, *Stadacona*, to Miss Bonnie Young, of Hamilton, Ont.

Leading Seaman Edward John Easton, *Bonaventure*, to Miss Joyce Mabel Pretty, of Halifax.

Leading Seaman Douglas S. Linsey, *Jonquiere*, to Miss Beverley Jean Beattie, of London, Ont.

Sub-Lieutenant James B. O'Reilly, *Algonquin*, to Miss Eileen Mary Boudreau, of Halifax.

Able Seaman Donald H. Smithson, *Assiniboine*, to Miss Patricia Charlotte Rose Evans, of London, Ont.

Able Seaman Ross Smith, *St. Croix*, to Miss Sheila Roy, of Liverpool, N.S.

Able Seaman David F. Tims, *Fortune*, to Miss Marilyn E. Richardson, of Victoria.

BIRTHS

To Leading Seaman Donald Horrell, *St. Croix*, and Mrs. Horrell, a daughter.

To Sub-Lieutenant Hugh M. MacNeil, *St. Croix*, and Mrs. MacNeil, a son.

To Leading Seaman L. J. Provost, *Crescent*, and Mrs. Provost, twin daughters.

To Able Seaman W. C. Rogers, *Cornwallis*, and Mrs. Rogers, a son.

To Able Seaman Hugh Ross, *Discovery*, and Mrs. Ross, a daughter.



When the spanking new destroyer escort *St. Croix* arrived in Halifax last fall to prepare for service with the fleet, sailors' families came on board and viewed with approval the new ship. Here Carol, three, and Paul, 12, children of PO Armand Robert, give their considered opinion of the tonal quality of the piano in the ship's cafeteria. (HS-54722)

ident; R. G. Bremner, E. W. Burns, R. L. P. Gilday, Norman McDonald, R. B. Graham, E. B. Harvey, D. S. Jones, Z. W. T. Lewis, E. H. S. Piper and J. M. Richardson.

Head table guests included Commodore Earl and Mrs. Earl; Vice-Admiral H. T. W. Grant, RCN (Ret'd), and Mrs. Grant; Air Commodore E. M. Reyno, Deputy Air Officer Commanding Air Defence Command and Mrs. Reyno; Major General J. M. Rockingham, General Officer Commanding Quebec Command and Mrs. Rockingham; Captain M. A. Davidson, Commanding Officer HMCS *Hochelaga* and Mrs. Davidson; Cdr. R. G. Bell, Commanding Officer HMCS *Donnacona*, and Mrs. Bell, and Andre Marcil, president of the Naval Officers' Club and Mrs. Marcil.

Censorship Expert Dies in England

An officer who worked in close association with the Royal Canadian Navy for most of the Second World War, Lt.-Cdr. W. S. Samuel, RNVR, died at his home, 46 Hannover House, London, W8, on December 13, 1958, aged 72 years.

Lt.-Cdr. Samuel came to Ottawa early in 1941 to assist in censorship intelligence. A fellow of the Royal Historical Society and of the Society of Antiquaries, he spoke French and German fluently.

This background, with his flair for brilliant but meticulous probing and recording, enabled him to extract, and to train many others to extract, an immense amount of intelligence from letters which passed through his hands. He was, too, a skilful interrogator and during his four and a half years with the RCN he gave invaluable assistance to Canadian Naval Intelligence. He served throughout the First World War, first as a driver in the Honorable Artillery Company and later as a RAF intelligence officer.

He will be remembered and mourned by all who knew him in Canada for his invariable courtesy and kindness, his intellectual attainments and his unflinching sense of humour.

He is survived by his widow, three sons, and two grandchildren.

Aviation Medicine Technique Studied

AB Roy E. D. Miller is taking a four-month specialist course in aviation medicine technique at the United States School of Aviation Medicine, Naval Air Station, Pensacola, Florida.

AB Miller was born in Herbert, Sask., and entered the Royal Canadian Navy in October 1954. He took his basic training at *Cornwallis* and then specialized as a medical assistant. He has since served in the RCN Hospital at Esquimalt, and at sea in the *Ontario*.



The esteem in which the *Ontario* was held in distant parts of the world is well exemplified in this picture of His Excellency the Governor General, Field Marshal Sir William Slim, waving a last farewell to the cadet training cruiser on her departure from Australia last year. (Photo courtesy Sydney Morning Herald)

REQUIEM FOR THE BIG 'O'

BEFORE LEAVING Esquimalt for the Cadet Training Cruise to Australia last spring, the ship's company of the Big "O" was given some intimation that this would be her last long trip. An official announcement later confirmed this report.

On the way home, on April 23 a message was sent from the *Ontario* to Naval Headquarters and the Flag Officers at both coasts—"Regret to report, have just completed the last six-inch shoot in the Royal Canadian Navy."

Numerous ships whose names became household words during the last war have ended illustrious lives in the breaker's yard. The Big "O" was built too late to distinguish herself in war-time action, but for many years she has been the proud holder of the title "The RCN's most travelled ship" in her role of cadet training.

Now that Canada sports an impressive display of anti-submarine forces in new DEs and reconditioned frigates, there seems to be no place for the Big "O", and she, too, is headed on a course that may make her "a razor blade or foreign aid".

On April 28 last year, the *Ontario* received a message from one of the other ships in company:

"Many happy returns on your thirteenth birthday.

"When one is born, one is an unknown with a life to live. What he attains in life is remembered after death and his birthday is as nothing. A good name is better than a precious ointment and the day of one's death is greater than one's birth.

"Thirteen years—not old in point of time

But now you must retire.

*Every year has brought to you
New officers and men.*

*It hurts to think your usefulness
is o'er,*

*That you no more will guide nor
teach*

In ways of sailors' lore.

*"Foolish and sad of heart to think
the chapter ends.*

It doth but start.

*Inspired by what you wrought,
Your sailors will hold high the light
And keep the navy ever bright
With lessons you have taught."*

The world was the *Ontario's* range, with showing the flag and cadet training her primary function. The list of place names that follows tells its own story of how she earned your title as the "Most travelled ship in the Canadian Navy". It is in visits to foreign

ports such as these that the young officer is free to pursue the broad general education so necessary to his personal growth. For after all, he is his country's ambassador in uniform or out.

Belfast
 Scapa Flow
 Greenock
 Gibraltar
 Malta
 Alexandria
 Suez
 Aden
 Colombo
 Trincomalee
 Hong Kong
 Guam
 Manila
 Pearl Harbour
 Victoria
 Vancouver
 Long Beach

Santa Barbara
 San Francisco
 San Diego
 Magdalena Bay
 Manzanillo Bay
 Balboa
 Panama Canal
 Cristobal
 St. John's, Antigua
 Halifax
 Rio de Janiero

Montevideo
 Buenos Aires
 Valparaiso
 Wellington
 Dunedin
 Bay of Islands
 Auckland
 Hobart
 Melbourne
 Sydney
 Brisbane
 Suva

St. John's, Nfld.
 Portsmouth
 Esquimalt
 Pearl Harbour
 Esquimalt
 Pearl Harbour
 Esquimalt
 Pearl Harbour
 Esquimalt

The *Ontario* steamed over three hundred thousand miles in all. While she was logging this tremendous mileage, His Oceanic Majesty, King Neptune, visited the ship at least four times to make shellbacks out of tadpoles and thereby added to his ever-growing realm many new subjects.

It is difficult for the average person to contemplate the remarkable reception which Canadian warships fre-



Some of the most elaborate, biggest and most hilarious "Crossing the Line" ceremonies known to the RCN took place on board the *Ontario*. Her role of cadet training ship assured a plentiful supply of "tadpoles". This was the scene early last year when the *Ontario* was en route to Australia and New Zealand. (OT-3826)

quently received when visiting Commonwealth countries and foreign nations. Seeing is believing, as anyone who has sailed in the *Ontario* can testify. If you ever ask any ex-*Ontario* officer or man for the facts, he will leave you in no doubt as to the extent of the hospitality by which interest in the Canadian Navy manifests itself throughout the world. Her visits have brought nothing but appreciation and friendship for Canada. Such contacts, apart from being advantageous to the country, develop a more mature and tolerant outlook amongst her potential officers of the future.

The Big "O"—stood equally for "*Ontario*" and for "Others". The ship's company has always seemed to be motivated by consideration for others and

the laws of humanity as a responsibility in which every one shared. Her gifts to charity in Victoria alone amounted to over \$25,000.

Foreign ports, also, have received her charity, given with a good heart and free hand. The writer of this article can remember in 1948, when the ships' companies of the *Ontario*, *Crescent* and *Antigonish* were at anchor in Magdalena Bay, a donation of 500 pounds of flour (400 from the *Ontario*), 75 pieces of clothing and three cases of milk, given to the people ashore. The crews voted to cut their bread ration in half for two days to supply the flour. In this respect, the light-hearted Chief Cook and his crew have since developed a two-day wonder diet. This is included here for the benefit of any

other groups so charity-minded as the *Ontario's* ship's company:

TWO-DAY WONDER DIET

BREAKFAST

- 3 BELLYBUTTONS FROM NAVAL ORANGES
- 1 DOUGHNUT HOLE (UNSUGARED)
- 5 SCRAPED CRUMBS FROM BURNT TOAST
- 1 CUP OF DEHYDRATED COFFEE

LUNCH

- 3 POPPY SEEDS
- 4 EYES FROM IRISH POTATOES
- 1 SARDINE FIN A LA GARIEPY
- 1 GLASS OF TEA STEAM

DINNER

- 4 CHOPPED BANANA SEEDS
- 1 CHOPPED BUTTERFLY LIVER
- 1 PORTION PRIME RIBS OF TADPOLE AU JUS
- 1 SNIFF OF EMPTY CUSTARD PIEPLATE
- 1 CUP OF BOILED-OUT TABLE-CLOTH STAINS.

Last January, a disastrous fire in Panama City coincided with the *Ontario's* arrival. It rendered 2,200 Panamanian and British West Indian people homeless and destitute. The ship's company needed no urging to donate \$500 from their pay to assist in their rehabilitation. Acknowledging the dona-



Strangers quickly became friends and far distant places "home" to the officers and men who sailed in HMCS *Ontario*. Here a Venture cadet chats with a Fiji policeman during last spring's cruise. (OT-3894)

tion, the British Ambassador to Panama sent the following message to the ship: "British Aid Association, Panama, asked me to convey to you, your officers and ship's company of the *Ontario* warmest thanks for generous donation to fire victims. British West Indian community especially appreciative."

The list of commanding officers of HMCS *Ontario* since her commissioning reads like a "Who's Who" of the Royal Canadian Navy. They were with

ranks at time of appointment as follows: Captain H. T. W. Grant, Commander E. P. Tisdall, Captain F. G. Hart, Commander J. V. Brock, Captain J. C. Hibbard, Captain H. F. Pullen, Commodore H. F. Pullen, Captain E. P. Tisdall, Captain D. L. Raymond, Captain D. W. Groos, Captain R. P. Welland, Captain J. C. Littler, and, during her paying-off period, Commander D. P. Padmore.

When Captain Littler received a formal message stating what would happen to the *Ontario* he cleared lower decks and addressed the ship's company. Two paragraphs from his speech are worth repeating here since they epitomize the spirit that has prevailed in the ship for so long:

"When I joined this ship I spoke to you and told you what I wanted of you. I told you that I wanted you to see to it that this ship of ours was in all respects a credit to Canada, the Navy and ourselves. You have done that well and I could not wish to have had a better ship's company or a finer ship.

"Now I am going to give you one last policy. I would say to you—let us make sure that the last and best of Canada's cruisers goes to her rest with a name second to none. Let us have none of the slacking off which accompanies the paying off of an unloved ship. I don't have to tell you

The Paying-Off Ceremony

BECAUSE of the special place the training cruiser held in the hearts of officers and men of the Pacific Command, more than the usual ceremony attended the paying off of HMCS *Ontario* last October 15 at HMC Dockyard, Esquimalt.

There was an address by Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, religious services were held, the ship was signed over by her last commanding officer, Cdr. D. G. Padmore, to the Commodore Superintendent Pacific Coast, Commodore (L) John Deane. Then, with the playing of "O Canada" and the national anthem, the White Ensign was lowered and the *Ontario* ceased to be an operational unit of the Royal Canadian Navy.

Admiral Rayner said farewell to the ship in these words:

"The record of this ship speaks for itself. Suffice is to say that her 13 years in the Navy since 1945 when she was first commissioned in Belfast, Northern Ireland, have been marked by outstand-

ing and efficient service. This is particularly true of her time as a cadet training cruiser in the 10 years since 1948.

"The time has now come for the training of cadets to be carried out in Anti-submarine vessels. The manpower made available by paying off this ship will be used to commission additional anti-submarine vessels for this purpose. Thus cadets will be trained at sea in the type of ship they will later serve in. Moreover, in an emergency these anti-submarine vessels which are being used as Cadet training ships will be available for operations.

"As FOPC I have always felt the *Big 'O'* would do well whatever she was asked to do. I have had some good times on board her and I have been very proud to fly my flag in such a smart ship with such an enthusiastic ship's company. The *Ontario* has played a notable part in the Navy here. Her record of service, generosity and hospitality have won her many friends both

in the Service and in civilian life. I have noted with pride that her high standards have been maintained to the end, despite a reduced ship's company and the soul-destroying business of preparing the ship for sale.

"I am confident that the *Ontario's* part in the Navy, particularly here on the West Coast, will not be forgotten. On the contrary she will be remembered with affection by many friends for many years to come. I am also confident that her spirit of doing things well, of doing things smartly for the good of the Service, will be carried on in the Fleet by the personnel, both officers and men, who have been trained in her.

"I am also sure that all of you who have been serving in the ship these last few months and who are now paying her off will join me in wishing the Fourth Escort Squadron who are taking on your task, great success in providing sea training for the future officers of the Navy."

how to go about this. The *Mighty O* has five months to live—make sure that none of us let her down."

And no one did. On her return home she had the proud honour of being the Flagship at the British Columbia Centennial Fleet Review in Victoria and took part in the Fleet Week in Vancouver in the highest traditions of the Service.

On her last cruise to a foreign port—Santa Barbara—the mayor of the city presented the Captain with an illuminated scroll addressed to the ship—a unique ceremony.

One final word — in the form of a parody of an old familiar song:

*W'e'll not see you again
When autumn comes around again.
Many things happen between
But friends we've made
Are not forgotten.
This year's memories
Throughout the years will come to
me.*

*O - N - T - A - R - I - O
Gee! we hate to see you go
'Cause you were so nice to know
Goodbye.*

—G.E.G.

THE OWLS AND THE EAGLE

"The Owl and the Pussy Cat went to sea

*In a beautiful pea-green boat,
They took some honey and plenty of
money,*

Wrapped up in a five-pound note."

The aircraft carrier *Eagle* was steaming 100 miles from Cyprus when an unexpected visitor did a shaky circuit of the 800-foot long flight deck before making a bad landing. It was a deck landing which will not be recorded in the official deck landing log, however, because it was made by a male short-eared owl, distressed and exhausted on a migratory flight across the Mediterranean! Twenty-four hours later his mate arrived in an equally unorthodox manner to make a 1958 version of Edward Lear's well-known poem.

The owls refused to leave the ship when she arrived at Istanbul, despite detailed plans by the ship's company to arrange a ceremonial launching.

A signal to the Admiralty says the two owls have been "placed unserviceable and have been taken below for repair".



The ensign was lowered for the last time on board HMCS Ontario, on October 15. After 13½ years in continuous commission, more than half a million miles steaming over the world's oceans, the ship had been declared surplus and will be put up for sale by the government. The ship trained several thousand officers and men of the Royal Canadian Navy and she holds a special place in the affections of Canada's sailors. (E-47395)

Ornithological experts among the carrier's 2,000 officers and men are puzzled by the owls' refusal to leave their temporary quarters after their 800-mile lift across the Mediterranean. They think their refusal may be connected with the steak and vegetables they have been eating. It may be because they fear entry on foreign soil without passports or clearance to fly over without permission.

On the other hand, it is rumoured, the owls want to sign on with the carrier and visit the United Kingdom to look up some other owls who flew there the hard way. In that case, reports the ship, they will be signed on as local entries and given a medical in accord-

ance with Queen's Regulations and Admiralty Instructions.

HMS *Eagle* was the first British aircraft carrier even to embark an operational squadron of jet fighters, so she is glad of the arrival of two wise old owls to notch up another record.

As owls are nocturnal, attempts are to be made to get the owls off on a "night launch", but the ship's cat will be as sorry as the rest of *Eagle's* company to see their feathered guests leave. Nevertheless, care has been taken to ensure that the three animals have not had the opportunity to meet formally.

After all, it is not every day that owls land on an *Eagle* to be fed on steak and then fly off for Turkey. — *Admiralty News Summary*.



HM Yacht Britannia is at present on a world cruise, and will be joined by His Royal Highness the Duke of Edinburgh. For the first time, she carried Canadian sailors as part complement. Her suit of colours, at the moment the photograph was taken from the decks of HMCS Quebec, comprised the Union Jack, the Union Flag at the fore, HRH standard at the main, the Trinity House jack at the mizzen and the White Ensign. Arrangements are being made for the temporary reduction in height of her tall masts to permit passage under the bridges of the Seaway next summer. (QB-1525)

CANADIAN SAILORS IN ROYAL YACHT

NEXT SUMMER, when HM Yacht *Britannia* steams up the St. Lawrence River bearing Her Majesty the Queen and His Royal Highness, the Duke of Edinburgh, to the opening ceremonies of the St. Lawrence Seaway, the ship's complement will include two officers and 15 men of the Royal Canadian Navy.

Following Her Majesty's gracious approval of the proposal that representatives of the RCN be included in the ship's company of the Royal Yacht, six men have joined the *Britannia* and are serving in the ship during the current world cruise with HRH, the Duke of Edinburgh.

The first contingent was flown overseas early in January and consists of three men from the Atlantic Command and three from the Pacific Command. The second group will join in May at Portsmouth, England, before the yacht sails for Canada.

At present serving in the *Britannia* are: PO Robert W. Hinds, engineering mechanic, from HMCS *Beacon Hill*; Ldg. Sea. Donald B. Richardson, visual communicator, from HMCS *Shearwater*; Ldg. Sea. Ronald S. Eldridge, engineering mechanic, from HMCS *Stadacona*;

AB James W. Parker, of the gunnery branch, from HMCS *Buckingham*; AB Lester M. McConaghy, engineering mechanic, from HMCS *Antigonish*, and AB Harry Podwysocki, cook, from HMCS *Naden*.

After all the Canadians are on board, they will remain there for the Royal Visit to Canada in June and July.

RCN personnel have been selected from the fleet on the basis of efficiency, conduct and length of service.

TO ALLOW the *Britannia* to pass under bridges of the St. Lawrence Seaway when she visits Canada this summer, the top 20 feet of her mainmast and the wireless aerial on her foremast have been hinged in order that they can be lowered as necessary, says the *Admiralty News Summary*.

When the *Britannia* was built, it was obvious that the height and shape of her masts would be of the first importance in her appearance. The masts in the Royal Yacht must have the height and shape to display properly the Royal Standard at the main, the Flag of the Lord High Admiral at the fore, and the Union Flag at the mizzen.

The *Britannia* was accordingly built with a mainmast of 123 feet, a foremast of 118 feet, and a mizzen mast of 103 feet height above the waterline. These masts are tapered at the top and raked so that the maximum effect is given.

It became clear in September, 1958, when the possibility arose of the *Britannia* taking Her Majesty the Queen to Canada to open the St. Lawrence Seaway, that the height of the fore and main would prove too much, as the height of some of the bridges over the Seaway is only 120 feet above the water. The safe maximum height of the masts to give sufficient clearance was deemed to be 116 feet.

The problem was how to cut the *Britannia's* masts to size, as the fitting of telescopic masts would have proved too expensive.

The first suggestion was to remove from the top tapered part of the mast the amount needed to meet the necessary restrictions. This, however, would have given a "stumpy" appearance and for that reason was deemed unacceptable.

The eventual answer was to hinge the wireless aerial on the foremast and

the top section of the mainmast. The aerial on the foremast is three feet high and by hinging this in a forward direction into a bracket crutch the overall height of the mast is reduced by the required amount.

The solution to the mainmast was found by hinging the mast at the shroud rings, thus incidentally helping

to conceal the hinge and enabling the top 17 feet of the mast plus three feet of aerial to be moved.

Before reaching a bridge, the bolts will be removed from the hinge of the mainmast by hand by a man hoisted in a boatswain's chair. The mainmast will then be lowered back to an angle of 44 degrees. Wires from the main

and mizzen masts will steady the moving part while it is being lowered or hoisted. A metal stop consisting of two shackles and a long link will prevent the top of the mainmast going aft too far. The foremast aerial will be lowered forward as described, again by sending a man aloft in a boatswain's chair.

JUNIOR BROTHERS OF THE SEA CADETS

NOT AS WIDELY known in the Royal Canadian Navy as the Sea Cadets, because there is not the same direct link, the Navy League Cadets are mushrooming across Canada, according to officials of the Navy League of Canada.

The Navy League Cadets were formed five years ago for boys aged 12 and 13 years and the objective of the organization—good citizenship through naval training—is the same as that of the Sea Cadets, to which most of the younger boys graduate.

The annual meeting of the Navy League of Canada, meeting in Ottawa in late October, was told that there were 48 Navy League Cadet corps in Canada, guided by 192 officers, who work voluntarily and without pay, and 2,966 cadets. The annual meeting was barely over when it was learned two or three more

FIVE YEARS AGO, when the Navy League of Canada proposed establishing a cadet corps for boys 12 to 14 years old, too young for the league—and Navy—sponsored Royal Canadian Sea Cadets, many an experienced naval or Sea Cadet officer shook his head and said the idea was hopeless.

Navy League cadets, it was felt, could at best offer a watered-down version of Sea Cadet training.

Then, too, there was the question of cost. The Navy League would have to foot the entire bill for Navy League Cadets—and how did it ever expect to pay their officers?

Against these grim warnings, the Northern Alberta branch of the Navy League went ahead anyway.

The corps established in Edmonton in 1953 did not appear likely to last the first year. It had only 35 boys and two officers who paraded once weekly at HMCS *Nonsuch*, the Edmonton naval division, and the old salts who watched them on parade those first Thursday nights shuddered.

Today, the Edmonton Navy League Cadet Corps numbers 200 boys and 17 officers, is the largest in Canada, has

corps had been added to the list.

Originally the Sea Cadets accepted boys of 12 and up. When their training and equipment was accepted as a naval obligation the age requirement was raised to 14 years. The Navy League undertook to meet the needs of the younger group by forming the Navy League Cadets, with the Navy co-operating to the extent of supplying training quarters wherever naval facilities were available.

How the Navy League Cadets function is well described in the following article written by Erik Watt, of *The Edmonton Journal*. Erik Watt served in the RCNVR during the Second World War, his father, Cdr. (SB) E. F. B. Watt, retired only recently after serving in both world wars, and a brother Lt. Robin A. Watt, qualified observer has recently qualified as a pilot and been appointed to *Shearwater*.

won the Alberta proficiency championship two years in a row and, last year, the Dominion trophy, emblematic of national supremacy. What is more, it is producing not only good citizens but also top notch recruits for the Sea Cadet movement.

So popular has the Navy League Cadet movement proven that the Edmonton corps this fall had to turn away 25 potential recruits because it simply could not handle them.

The Navy League Cadet program aims simply at making better citizens of boys in the difficult "between" years.

Their officers are interested primarily in seeing that their boys learn how to be useful, disciplined young citizens, whether or not they decide to go on into the senior cadet body or RCN. The fact that few of these boys do not con-

tinue with Sea Cadets, or that some of the boys will eventually wind up in the Navy, is of secondary importance.

"We leave it entirely up to the boys whether or not they go to Sea Cadets when they reach 14," says Lt. Harold Goldberg, newly-appointed commanding officer of the Edmonton Corps, "but only about two per cent do not. Last year alone 85 cadets joined Sea Cadets from the Navy League corps here."

The boys who do go on are well-trained and well-disciplined in the naval tradition which the Navy League has always encouraged.

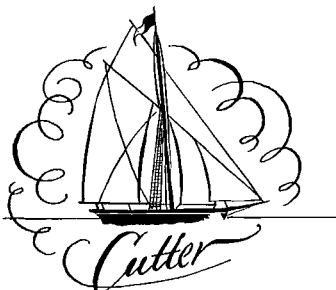
Their syllabus of training includes drill on the parade square—bends and hitches, (rope work, knots and splices), communications, compass and helm, but one of its most important features is the time devoted to citizenship training.

The latter course comprises lectures on the value of good discipline, of the importance of helping others who are in need and of the part even boys can play in making a community a better place to live. That means respecting other people's property, for example, as well as one's own. Once a month, half dozen cadets take a practical course in brotherhood, visiting city hospitals to deliver books and magazines the whole corps has collected for cadets who are patients.

The Navy League provides the uniforms—naval trousers, caps, belts and lanyards, as well as blue shirts and insignia. The RCN provides training space.

Officers are provided with their uniforms, but buy their own greatcoats. They serve without pay, from captain down to sub-lieutenant, but the turnover in officers is as low as in cadets.

Why they're willing to spend their unpaid spare time training boys is obvious. "We're turning out boys who can plan a real role in their communities," says one officer. "When you see the rag-tag collection that falls in when each 'new entry' division is formed, and see them again six weeks later, smart and well-behaved, you don't ask yourself if it's been worth the effort. You know it has."



AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Margaree

The strains of "Happy Birthday" rolled through the halls of a Victoria entertainment centre during HMCS Margaree's ship's company dance and first birthday party.

The week before the dance saw the final play-offs for the sports trophy presented to the ships by Mrs. R. E. S. Bidwell on commissioning. Total points at the end of the series showed the Supply and Engineer room A teams tied for first place. Accordingly Leading Seaman Anderson and Leading Seaman Merkyl both had the honour of accepting the trophy on behalf of their teams.

The following are some interesting facts pointed out by Cdr. J. E. Korning, commanding officer, on the occasion of the anniversary of her commissioning:

Margaree has steamed 38,959.4 miles;
Bridge has rolled 520 miles sideways;
Fuel oil used: 32,633.6 barrels;
Correspondence: in, 1,611 pieces; out, 857 pieces;
Meals served: 220,551;
Evenings at home: 162;
Days at sea: 156;
What happened to the other 47?—
W.B.W.

ATLANTIC COMMAND

Sailors and wrens on duty in the Atlantic Command on Christmas Day tucked away something like six tons of turkey, plum pudding and cake, not to mention other "fixings".

The menu for ships and establishments in the Command included: fruit cocktail, consomme, turkey, giblet gravy, sage dressing, cranberry sauce, whipped potatoes, buttered carrots, Brussels sprouts, tossed salad, mixed pickles, plum pudding, rum or hard sauce, Christmas cake, apples, oranges, candy, mixed nuts, grapes, tea, coffee, milk.

It is estimated that 4,000 officers, men and wrens sat down to Navy Christmas dinners. They were duty personnel and single people normally living on board ships and in establishments. The rest ate at home with their families either in Halifax and Dartmouth or as far away as their five-day leave period permitted.

The 4,000 pounds of Christmas cake and an equal amount of plum pudding,



A day at sea in the destroyer-escort HMCS Fraser was enjoyed recently by Naden Wrens. Among them, and seen here by the crest of the destroyer escort, were (from left): Wrens Pat Carol, Lynn Hayes, and E. Marie Broderson. (E-48053)

Ode to the Ontario

During last spring's visit of the Ontario to Australia, a poem in honour of the occasion was written by the Canadian High Commissioner to Australia, T. W. L. MacDermot, and presented to Captain J. C. Littler, commanding officer of the training cruiser. Two words unfamiliar to Canadians occur in the last verse—"waratah" and "wattle". They refer respectively to the state flower of New South Wales and the national flower of Australia.

THE WEEK is full of doings with reunions, calls and food,
Distinguished guests like Judges and MPs,
And gatherings in clubs and homes, with bands on deck to play
The ensign of the Navy takes the breeze.

Ontario in Sydney? Does it seem so very strange?
It isn't really—in the scientific days,
When currents flash from Pole to Pole more quickly than you think,
And atoms fill the sky with dreadful haze.

And yet there is a magic when the silver ship appears
To anchor while the Southern Cross ascends:
It joins the trillium and the waratah, the maple and the wattle
As symbols in the gardenhood of friends.

appropriately decorated, were produced on contract by Halifax and Moncton firms, since the Navy had closed its big bakery at the Central Victualling Depot earlier in 1958.

Officer-in-charge of the CVD, which is part of the Naval Supply Depot operation in Halifax, is Lt. (S) William Faire. He co-ordinated efforts of naval and civilian personnel on his staff in obtaining the traditional Christmas fare.

Leadership School

Three classes were under instruction in the Leadership School throughout the month of November, including No. 48 Officers' Divisional Course, and No. 95 and 96 Petty Officers Leadership Courses.

An important phase of these courses is instruction in land fighting. To give practical application to the principles of this subject, as well as to develop leadership ability, several outdoor projects are assigned to each class. One is a field scheme in which a class acts as a platoon in offence while another is a platoon in defence.

The projects are made as realistic as possible with the use of full field kit and blank ammunition while classes must take objectives by their own initiative under the direction of leaders chosen from among themselves.

Cd. Wtr. Off. Frederick Lucky, relinquished his duties as staff officer administration to become assistant captain's secretary, exchanging appointments with Cd. Wtr. Off. P. J. Obendorf.

HMC Dockyard (Halifax)

The Red Cross realized 580 pints from a blood donor clinic in December for civilian employees of the Dockyard in Halifax.

This was a record contribution since employees of the Magazine and Armament Depot and other bases across the harbour were not included. A separate clinic will be held for them later.

HMCS Cornwallis

The second in the 1958 series of musical shows at *Cornwallis*, "Music Box" was an unqualified success—in fact, a smash hit. Star singer Jean Marshall, from Halifax, gave an inspiring performance backed by the *Cornwallis* Band.

The opening number on the themes of "Home Town Band," and "76 Trombones" saw Miss Marshall backed by an outstanding male chorus of band's



CPO Erland Grant, a gunnery instructor at Stadacona, checks a toy burp gun during a Navy shopping spree in which \$6,000 worth of toys were bought for Santa to give to Navy children and underprivileged youngsters in the Halifax area. Five mammoth parties were to take place in the RCN Barracks in Halifax in the week of December 15 for 4,500 children. (HS-54851)



Wren Doreen Whittle tries to decide what dolls to buy for Santa to give 4,500 naval children and underprivileged youngsters in the Halifax area. (HS-54850)

people. Other numbers featuring Miss Marshall in songs from the shows.

"Stormy Weather" was a production number with excellent lighting and sound effects.

The band excelled itself in "Song of India", which was made into a magical

trip of mystic melody to the Orient with a return ticket via Basin Street, New Orleans. Listeners were also enchanted by the rendition of "Gigi".

"Around the World in 80 Days" saw the whole band singing in an unusual treatment of this popular favourite.

Chaplain W. B. Taylor was master of ceremonies and had an audience with him throughout.

As well as looking after the musical end of things, the band handled its own staging, lighting, and effects—no easy task in the present accommodation.

Sixth Submarine Squadron

On November 16, a foggy Sunday morning, there was an unusual sight in the East River as the submarines *Ambush* (Lt.-Cdr. P. F. B. Roe), *Alderney* (Lt.-Cdr. R. A. Hedgcock) and *Alcide* (Lt.-Cdr. J. H. Blacklock), arrived from their base in Halifax and secured alongside at Brooklyn Navy Yard. The Sixth Submarine Squadron was beginning a well-earned recreational visit to New York.

The next few days were a whirl of sight-seeing, dances, shows and parties. The United States Navy and British Consul General had arranged sight-seeing times of the United Nations Building, Rockefeller Plaza, Hayden Planetarium, Radio City and of course the Empire State Building. The submariners were the first people in 29 years to be given a free visit to the top of the Empire State Building.

The destroyer, USS *Brownson*, which was host ship to the squadron, was also celebrating its 13th birthday and many from the ships' companies of the submarines were invited to their dance. Clubs and organizations in New York threw open their doors to the squadron.

Many took the opportunity to do their Christmas shopping. The PX did a roaring trade with the sailors, and Fifth Avenue and Times Square were treated to the sight of Jack ashore.

Sporting events were arranged and the squadron beat RMS *Queen Elizabeth* 6-1 at soccer and the New York Rugby Football Club 6-3.

The visit continued for a week for the *Ambush* and *Alderney*, though the *Alcide* had to depart for exercises after only three days. The pace was fast and when the squadron sailed on November 23 for Halifax and the frozen North, many were glad to get to sea for a rest, but nevertheless took away memories of one of the best weeks of the commission.

NAVAL DIVISIONS

HMCS York

York has a new executive officer, in the person of Commander Richard Bunyard. The appointment took effect on November 15 when Cdr. Wilfred Houghton, former executive officer was appointed as commanding officer of HMCS *Star*, the Hamilton naval division.

On leaving York Cdr. Houghton threw out the challenge that no matter what the competition, *Star* would oblige York with a contender. Cdr. Houghton was presented on his departure with a silver tray and a pewter mug; Mrs. Houghton received a bouquet of roses.

The new XO, Cdr. Bunyard, has been closely associated with the Navy since 1938. Born in England, he joined the Royal Naval Volunteer Reserve in 1938.

During the war, he was serving aboard the Royal Navy destroyer HMS *Wakeful* when she was sunk during the evacuation of Dunkirk in 1940. He joined the Fleet Air Arm in 1941 and was appointed to Canada in 1942. At Dartmouth, Nova Scotia, he served as First Lieutenant and Senior Pilot in HMS *Seaborn*.

Cdr. Bunyard came to Canada soon after demobilization in 1946 and transferred to the Royal Canadian Navy (Reserve) retired list in 1948. Joining the Active Reserve in 1949, he was appointed commanding officer of York's air squadron in 1953 on its formation. This was the first reserve air squadron in Canada, and Cdr. Bunyard remained as its commanding officer until 1955, when he was appointed training commander at York.

Cdr. Bunyard is married, has two children and is employed by the Robert Simpson Co.

HMCS Catarqui

Tenant of quarters on Kingston's downtown Wellington Street since 1943, HMCS *Catarqui* will move into new divisional headquarters this coming summer.

ALCIDE RETURNS TO U.K.

Her Majesty's Submarine *Alcide*, which has served in the Royal Navy's Sixth Submarine Squadron at Halifax since July, 1957, terminated her Canadian commission December 1 on departure for England. The crossing took 10 days.

The 280-foot, 1,120-ton *Alcide* thus wound up her third period of service in Canada. The boat will join the Fifth Submarine Squadron at Fort Blockhouse, Portsmouth, England.

Lt.-Cdr. J. H. (Ginger) Blacklock, of Downterry, Cornwall, said on behalf of his 68 officers and men:

"We have had an enjoyable time in Halifax.

"The football has been fascinating, although we haven't been able to understand it very well. I would like to express my thanks to the people of

The new two-storey building, modelled on the naval division prototype, HMCS *Queen*, Regina, has been under construction since last spring on its site overlooking the Catarqui River.

HMCS Montcalm

Since the beginning of winter activities, the officers and men of the Quebec City naval division have been receiving each month a small newsletter, published in French and English under the direction of Lt. Jacques Labrie.

This publication, still quite modest but greatly appreciated by everyone, gives all the *Montcalm* news for the month. Since then, Sub-Lt. Raymond Cauchon, gunnery officer, is seen wearing a big smile as he publishes in advance the parade state for the monthly ceremonials.

Six newly-promoted sub-lieutenants from the UNTD have joined the various departments since September. As for the UNTD itself, it has been particularly active, with many and varied weekly activities, regular training nights and inter-service sports meets.

The new commanding officer of HMCS *D'Iberville* took up his appointment at the beginning of the training season. Cdr. (S) J. Leo Neveu, formerly on an exchange appointment with the USN and stationed at the Supply Depot, San Diego, California, relieved Cdr. T. S. R. Peacock, who has retired from the service.

A few weeks after his arrival, the new captain honoured *Montcalm* by inspecting the ship's company during ceremonial drill night.

Halifax for being so kind to me, my officers and men during this commission."

The *Alcide* sailed with only one Canadian embarked. He intends to take his discharge and settle in England.

One trophy the submariners treasure is a photograph taken through a periscope just as several of the *Alcide*'s practice torpedoes ran underneath the hull of the *Bonaventure* during exercises at sea.

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

"I am most grateful for the untiring and excellent services *Alcide* has provided whilst under my command. You all have every reason to be proud of your contribution to our A/S effort.

"Bon Voyage and a Happy Christmas to you all."

HEROISM OR SHEER FANATICISM?

Kamikaze Philosophy Hard for Western Mind to Grasp

"In blossom today, then scattered;
Life is so like a delicate flower.
How can one expect the fragrance
to last forever?"

SUCH WAS the philosophy expressed by Vice-Admiral Takijiro Ohnishi, the man who ordered the operations of Japan's Kamikaze Special Attack Force during the Second World War.

It may seem like a poetical expression of macabre proportions, but many aspects of "The Divine Wind", a first-hand story of kamikaze operations, bear out Admiral Ohnishi's thoughts on the matter.

It is hard for the western mind to accommodate itself to the attitude of these young Japanese pilots who voluntarily threw their lives away in an attempt to cripple the might of the U.S. Navy as it spearheaded the defeat of Japan.

In some ways, the Japanese authors of the book, both of whom served as staff officers with the kamikaze force, seem hard put themselves to accept what happened in the minds of the pilots of this corps. Yet, throughout

Canadian Coxswain Rights 'Old Glory'

The following is an extract from the report of proceedings of HMCS *Outre-
mont* for the month of October, 1958:

"Thursday, October 31, was lightened by one amusing note. Just ahead of the ship's berth at San Juan (Puerto Rico), a flag pole rose above the palm trees which surround the U.S. Army Pharmaceutical Institute. On this sunny morning, it was noticed that the 'Stars and Stripes' were flying in the breeze, upside down.

"It was subsequently decided to dispatch the ship's coxswain to enquire as to whether the establishment was in distress. On his way, he encountered a U.S. Marine sergeant in a jeep, who had been sent on the same mission from USS *Donner*, secured astern of the (Seventh Canadian Escort) Squadron.

"The two joined forces and made their way to an open door, finding a solitary army nurse in attendance, the remainder of the complement being on leave. Her only reported comment on being told was a whispered 'Oh dear!'

"According to the coxswain, he then hauled down 'Old Glory' and rehoisted it right side up with the Marine sergeant standing a few paces back and smartly at the salute during the ceremony."

BOOKS for the SAILOR

their story, the reader can sense the samurai code of bushido which placed the willingness to die high among the attributes of the fighting man.

The kamikaze operations were not without their critics in Japan and the

THE PRICE OF MUTINY

USING as a background the period of the Napoleonic wars and the mutinies of Spithead and the Nore, this spirited novel introduces the reader to a set of interesting characters and a fictitious but representative ship, HMS *Regenerate*, a frigate of 38 guns.

Justifiably, the author, the late Frank Tilsley, was fascinated by the efficient and moderate manner in which the mutinies were planned. Although the *Regenerate* is absent in the Mediterranean when they break out in the fleet, their courses may be followed in the microcosm of the ship where they develop, come to flower and fade through the labours of the Welshman Evans and particularly those of Vizard, a man of striking and authoritative character.

Perhaps it is in the picturing of tensions that the author is most successful, and there are many in this book. In the broader sense there is the conflict of oppressed men against their superiors and the war of patriotic men against the common enemy; in the narrower, there is the feud between the Captain and the First Lieutenant, Scott-Padget, and the struggle for manhood of the ex-wastrel and fop, Stanhope, as symbolized first in his admiration of and finally in his disillusionment with Vizard.

Evil genius of the ship is the youthful First Lieutenant, the sadistic and megalomaniac Scott-Padget. Resenting the fact that he is himself not in command, he strikes back at the Captain by seeing to it that the latter's son, who is a midshipman in the ship, is given daily beatings. This is the one vulnerable point in the Captain's au-

thority. He cannot move to shield his son lest he be accused of favouritism. Until he can have the boy transferred to another ship he has to take care not to offend his inferior. When this is accomplished, however, he is able to humiliate his rival, after which he remains the upper hand until he is wounded in battle and the other, unhappily for the ship's company, takes temporary command.

Brilliant, insecure and hence distrustful, intuitive and bound up in his own arrogant ego, Scott-Padget is as much a sharp caricature of an officer of his time as he is a human being. In the portrait, however, of that honest but unlucky man, the Captain, there is quiet but unmistakable strength.

In his picture of the brutalities practised in the name of discipline, the author does not spare the reader. In a subtle way, however, he relates these

book devotes a chapter to the controversy. The last chapter, however, is a touching display of the belief in their mission expressed by the young pilots in their last letters home.

A Japanese proverb best sums up the story of "The Divine Wind".

"Life is as the weight of a feather compared to ones duty."—R.A.V.J.

THE DIVINE WIND, by Rikihel Inoguchi, Tadashi Nakajima and Roger Pineau; published by the United States Naval Institute, Annapolis, Maryland; 240 pages, illustrated; \$4.50.

Pretty Good —Not Perfect

One of the destroyer escorts which arrived back from the Med December 15 was rewarded with a "Very nicely done" after a difficult berth was made in the dockyard.

A day later, a message came from the ship, rather shamefacedly admitting that the destroyer escort broke a scuttle in the ship to which it had been busy securing.

The reply from the Flag acknowledged the accident thus:

"YOUR 161415Z X 1 CORINTHIANS: 13 VERSE 12X."

(The Biblical passage says, in part, "For now we see through a glass, darkly; but then face to face . . .")

cruelties to the psychopathic person of Scott-Padget as he struts the deck with his rope's end, while turning upon them the disapproval of more representatively naval figures such as the Admiral and the bluff Captain. Whether this conveys a true picture is open to question, but their declaration for moderation gives an excitingly modern tinge to the story.

All the principal characters come to violent ends, all save the Captain and a woman snatched from a captured enemy vessel, who has restored him to life and hope, but their end is perhaps the saddest for, once ashore, they fall speedily out of love with one another. The only real winners are, as Vizard is aware, the crowds of unsung men in the fleet. They were "on one side of the fence, we are on the other . . . They've everything to gain," he muses. "We've everything to lose."

The closing-in of inexorable doom and Vizard's first acceptance of what he knows must be an end of the scaffold, makes almost for Greek drama in its sense of stark fatality and terror.

If there is a lesson here it seems to be that revolt against authority must sometimes be undertaken, yet, however, strongly one is driven toward it or whatever the justice of one's cause, it cannot be carried through with impunity. Those who further it must be

sacrificed as a sop to save the faces of the gods they have overthrown.

This novel misses opportunities to be a great one. But it is a rousing story and it holds the interest up to its exciting and moving last page.—C.H.B.

MUTINY, by Frank Tilsley. With a foreword by Vincent Tilsley. Eyre and Spottiswoode, London, 1958; Canadian representatives: McClelland & Stewart, Ltd., Toronto; \$3.00.

LOVE STORY

"THE DUCHESS" is a first-hand account of an "eternal triangle", a happy one for all three parties as long as it lasted. The title refers to the Finnish four-masted barque *Herzogin Cecilie* (that is "Duchess Cecilie") and it is written by the wife of her last captain. Fru Pamela Eriksson is a daughter of an English noble family and a better seaman than thousands who have signed ships' articles. The value of her book is that it is an eyewitness story of the barque's last voyage in the declining years of commercial sail, and of her stranding.

The book will not be to the taste of some men (sailors' wives might enjoy it more) because its main theme is the author's relationship to the captain and his ship and written by one to whom

the whole business is a precious and vivid memory, still joyous and painful in spite of the lapse of over twenty years.

The *Herzogin Cecilie* was a celebrated ship in her day, and has a considerable literature. "Tall Ships Pass" by W. L. A. Derby, published by Jonathan Cape in London in 1937, devotes about half its space to her. It was almost complete when she was wrecked and publication was held up so that her last days could be recorded. It contains full particulars and drawings for the convenience of model builders and Fru Eriksson recommends it in her book. Unfortunately it is not common and the National Library could only find one copy in Canada. "Sail Training and Cadet Ships" by H. A. Underhill (Brown, Son & Ferguson, Ltd., Glasgow 1956) is still in print, but the National Library can only find two copies of it in Canadian libraries. The material has been published but is hard to find. If you want to learn about the wreck and attempted salvage of the *Herzogin Cecilie*, "The Duchess" provides an opportunity.—PhCh.

THE DUCHESS; *The Life and Death of HERZOGIN CECILIE* by Pamela Eriksson, London, Secker & Warburg; Toronto, British Book Service, 1958; 247 pages, 17 plates; \$4.50.

A Tribute to HMCS Shearwater

IT SEEMS only yesterday that the air station at Eastern Passage, which had been under control of the Royal Canadian Air Force, was taken over by the Royal Canadian Navy. Yet a decade has passed since what has become the largest naval shore establishment in this country, was commissioned HMCS *Shearwater*.

In ten years the name has become a familiar and, indeed, an exciting one to Nova Scotians. Here is based the naval air might of the RCN. Here may be found steadily expanding facilities, from hangars, workshops, schools, administration buildings and barracks, to the recently opened 9,000-foot airstrip, which is capable of handling anything in the air today and aircraft that might be devised in the foreseeable future. In 1948, some 800 Navy personnel were stationed at *Shearwater*. Today it is the home of 2,800 servicemen and it employs about 700 civilians.

The Eastern Passage site has had a long association with naval aircraft. In the closing years of World War I, a young American officer named Byrd, piloted flimsy seaplanes on patrol duty from a base established and staffed by the United States Navy. Long afterwards, Admiral Byrd was to win undying fame for his aerial explorations in the Antarctic.

By 1924, with renewed interest in military aviation, the RCAF established a station at Eastern Pas-

sage. In 1940, planes of the Royal Navy Fleet Air Arm began to operate from the base. After the war, when the Royal Navy departed, the RCN took over part of the establishment, along with some of the original Swordfish aircraft. Then, in 1948, upon the departure of the RCAF, *Shearwater* came into being—a truly naval air station.

Canada's "Navy Town" was officially recognized by Federal Government postal officials in 1955 when it was announced that an independent post office had been set up to receive mail addressed "Shearwater, Nova Scotia". Prior to that time, all mail was handled through the Dartmouth Post Office. Appropriately, the streets bear such names as Avenger, Seafury, Barracuda, Albacore, Firefly and Harvard.

One may be certain that this thriving, independent community will increase in size and importance, geared as it is to the ever expanding role of the Royal Canadian Navy in the NATO defence partnership. On its tenth birthday, *Shearwater* has much to be proud of—from its helicopter-equipped units which have taken part in so many dramatic search and rescue operations on the North Atlantic, to its athletic teams which have won national fame.

—An editorial in the Halifax Chronicle-Herald on December 6, 1958—

THE NAVY PLAYS

Boxing Group Holds School

The newly-formed RCN Boxing Association in the Atlantic Command held a referee and judging school at *Stadacona* December 15-18. More than a score of candidates from ships and establishments attended.

The school was one of the Association's moves to tighten up boxing in the Atlantic Command and to insure proper Amateur Athletic Union officiating in establishment and Command boxing competitions.

Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, is president of the RCNBA. A constitution was prepared for distribution in January.

Three Navy representatives attended a boxing, coaching and judging clinic run by the Army at Camp Gagetown, December 1 to 6. The naval candidates were CPO Bob Cole, *Cornwallis*, PO Mohammed Shah, *Shearwater*, and CPO Joe Carisse, *Stadacona*.

Conducting the clinic at *Stadacona* was Cd. Boatswain John Hancock, a prominent Ontario amateur before joining the Navy in 1936, who campaigned for the service successfully until 1942. Ever since then, as a PT instructor, he has taught and coached Navy fighters.

Assisting him in the clinic was Lt.-Cdr. (E) Frank Mackintosh, a colourful Navy campaigner of the '30s and vigorous supporter of the manly art, and Lt.-Cdr. Bill Robinson, a former overseas welter champ, who is Command Physical and Recreational Training Officer and chairman of the RCNBA executive committee.

Kennel Club Prospering

When Lt.-Cdr. B. M. "Budd" Kidd, *Shearwater's* P&RT officer, was commissioned to reorganize the sporting and recreational activities in *Shearwater* during the summer of 1947, some significant changes occurred.

From a variety of different groups and interests there was drafted an orderly layout of organizations, existing and proposed, covering a wide range of activities.

PO Thomas J. Ireland was nominated to organize one of the new ventures—a kennel club for *Shearwater*. Officers elected at a meeting last January were:



Winding up a sailing season which began June 8 and included 70 individual races, the Royal Canadian Navy Sailing Association (Hamilton branch) concluded their late season "frost-bite" series on Hamilton harbour November 23. Hiking well out as their naval dinghy heels to the bay's chilly winds are Lt. L. E. McDowell, of HMCS *Star* and his crewmate, Jim Durrant. Winner of the "frost-bite" series of 12 races was Lt. Robin Leckie, *Patriot*, and runner-up was Lt.-Cdr. Bob Wilson, *Star*, (COND-5003)

president, Lt.-Cdr. Andrew McMillin; vice-president, Mrs. Coleen Hague; secretary, PO Thomas J. Ireland; treasurer, Mrs. Marion Guthrie, and directors, Mrs. Jean Archer, Ldg. Sea. Ken Brearley and Lt. John Hobbs.

Mrs. Archer was replaced by CPO Ron Sutherland when she went to Scotland for two years and these officers formed the first executive for the club. Loans from the ship's fund enabled successful *Sanction* and *Point* shows to be put on in the first year.

The general aim of the club is to collect and dispense knowledge of pure-bred dogs for the benefit of dog lovers and to help protect and capitalize on the considerable investment that many have in their dogs.

It is intended to start a junior section as soon as possible for the younger set from eight to 19 years of age.

The club has 29 charter members and later additions bring the total to 38, although drafting has had its effects from time to time.

With a nucleus of Canadian Kennel Club members, the club is composed mainly of enthusiasts who are just starting in dogs and would like to know more about them. They find as a rule that, like most other things, there is more to it than meets the eye.

The club is taking its place in the Nova Scotia scheme of things and there is no reason why it should not go on to a bigger and better program in 1959.—T.J.I.

THE BULLETIN BOARD

Hospital Plan Applies Overseas

Dependents of members of the regular armed forces serving outside of Canada have been provided with their own hospital insurance plan, effective January 1. The new plan applies only to dependants who are residing outside of Canada and who are thus ineligible for any of the provincial schemes coming into effect at the beginning of the year.

Announced in Cangen 248/58, the hospital plan applies to dependants abroad unless the member is contributing to another group hospital insurance plan which provides services similar to those of the Ontario Hospital Insurance plan. It also applies to personnel serving in countries where a national health hospital plan is in force (the United Kingdom, for example), with the same exception.

The monthly rate of the contribution is \$2.10 for one dependant and \$3.40 for two or more dependants.

The plan provides for the reimbursement of charges incurred in civilian hospitals to the same extent as under the Ontario plan and charges for hospital care in Canadian service hospitals will be paid by the plan.

Charges for hospital care in hospitals of other armed forces that provide service to Canadian forces will be paid in accordance with QRCN 34.146, the message says. This article lists the rates payable by a member of medical care of dependants in military hospitals abroad.

In order that there will be no break in coverage, limited extended benefits on return to Canada are provided.

Children under 19 years of age and children 19 years of age or over, who are physically or mentally infirm, are covered by the plan. Other children 19 years or over but under 21 are covered on payment of an additional monthly premium of \$2.10.

The Associated Medical Services, which offer an in-hospital medical plan under their Plan 4, with or without supplementary hospital benefits (which include high-priced ward accommodation) have stated that they consider the out-side-of-Canada hospital plan to be in the same category as a provincial plan.

Subscribers to Plan 4 must therefore participate in the plan.

Early in December the Maritime Hospital Service Association, with headquarters in Moncton, New Brunswick, announced changes in Armed Forces Cross-Blue Shield contract benefits and premium rates, effective January 1.

The rates vary from province to province and are governed by the place of residence of the subscriber's dependants. The rates are highest for residents of New Brunswick and Prince Edward Island, lowest for residents of Newfoundland.

New Brunswick rates apply in the case of residents of Quebec and outside Canada, and Nova Scotia rates for residents of province other than the Maritimes or Quebec.

Naval personnel subscribing to the Maritime Hospital Service Association plan can find the details in Cangen 265/58, despatched by Naval Headquarters on December 5.

Educational Test Changes Listed

Several changes in naval educational tests, forecast in earlier messages, were announced by Naval Headquarters in early January.

The Basic Education Tests (BET) in arithmetic and English were scheduled for abolition on February 1.

The Canadian Intermediate Education Tests (CIET) have been re-named "Naval Junior Matriculation Examinations" (NJME), a name that is closer to the civilian equivalent. There will be no change in the syllabus or examinations for the present.

The Canadian Higher Education Tests (CHET) in all subjects will be abolished on November 1, 1959. They will be replaced by a voluntary Naval Adult Education Program, open to both officers and men.

History Essay Deadline Near

Midshipmen and cadets of the Royal Canadian Navy are reminded of the annual Navy League Naval History Prize, for which entries must be in the hands of the Naval Secretary, for the Director of Naval Education, by March 1.

Awards of books worth \$50 and \$25 respectively are given for the first and second prize essays and a book on a naval subject is given for each of the seven next essays.

Details of the contest are to be found in General Order 210.00/11.



An engraved lighter is presented to Ord. Sea. Gary Domstad by Cdr. A. B. C. German, commanding officer of HMCS Sioux, for attaining the highest standard of seamanship among ordinary seamen undergoing their first sea training in the destroyer escort sailing out of Halifax. (HS-55317)

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.

ALLEN, Cecil F.LSAA1
 BAXTER, RobertLSRT3
 BEAM, Bruce M.LSQM1
 BEAVER, Kenneth J.P1CV3
 BERAKOS, Norman F.LSAC2
 BLAIR, James E.P2TD3
 BROUSSEAU, Rene G.P2EF3
 BROWN, Lloyd E.P2EF3
 BURTON, Desmond W.LSAM2

 CALLAGHAN, Ronald F.LSBA2
 CAMPBELL, Robert H.LSQM1
 CAVANAGH, John C.P2AC2
 CHALLINOR, AnthonyP2RA3
 COCHRANE, Channing B.LSAF2
 COCKRILL, Donald V.P2EM2
 COOPER, William J.LSAP2
 COYLE, Louis D.C2CV3

 DAWE, James B.LSCR1
 DEEN, Leonard E.LSTD1
 DEGEN, William E.C2CV3
 DELISLE, David J.PIEM4
 DERKSEN, HenryLSTD2
 DOAK, Keith W.LSTD2
 DUGAS, Jean-PaulLSQM1
 DUNBAR, Grant H.P1EF4
 DUNNETT, James D.LSCR1

 FAWCETT, Ronald N.LSMO2

 GALLANT, Alban J.LSBA2
 GOOD, Jack W.LSCV1
 GOODERHAM, Ross C.LSQM2
 GRAVELLE, David E.P1EF4
 GREENWOOD, Charles H.P2EM2

 HAINES, Harold J.C2CR3
 HARRI, William A.LSAF1
 HOUGHTON, Shirley M.WLME2
 HUFF, Donald W.LSCR1

 JENNINGS, Garrison F.P1EF4
 JOHANSON, Bertie J.LSRT2

 KOSTUK, Daniel L.P1CR3
 KILEY, Wilfred L.LSQR1
 KULICKI, JohnLSRT2

 LAROSE, Barry D.LSCR1
 LARSON, Maurice J.LSQM1
 LEAL, James G.LSEM1
 LEES, Raymond D.P2TA3
 LISTON, Walter W.P1EF4
 LLOYD, Carl P.P2CS3
 LLOYD, Robert J.LSEM1
 LOGAN, Malcolm T.LSCR1
 LOWE, Michael J.P2OM3

 MADORE, William C.LSCR1
 MAHEU, Raymond L.LSAP2
 MALONE, Radford S.LSAA1
 MANN, John D.P2RT3
 MORRISON, Richard F.LSQR2

MORTLOCK, Georges J.P2EM2
 MORTON, Clifford C.LSCV1
 MURRAY, Alexander T.C2CR3
 McALONEY, Hazen I.C2CV3
 McCALLUM, Alan R.LSEM1
 McCARRON, James W.LSLR1
 McGUIGAN, Bernard E.LSPR2
 McKINNEY, William J.P2AO2
 McLEAN, Douglas A.LSCV1
 MacKAY, Angus D.C2CR3
 MacNEIL, Robert J.LSEM1

 NEIL, Archibald H.LSRA2
 NEILL, Robert H.LSTD1

 PEDEN, Alexander G.LSED3

 ROSLUND, Donald S.LSCR1
 REVEGE, Harry J.PIEM4
 ROUSSEAU, Real J.LSEM1

 SCHAUER, Ralph A.LSEM1

SEYMOUR, Sidney R.LSEM1
 SHEALS, Stephen J.LSCV1
 SHUFELT, Keith S.P1CV3
 SLUMAN, Robert C.LSCR1
 STEBNER, Harvey W.LSCR1
 STEELE, Brent J.LSAP2
 STIPKALA, John B.P1CV3
 SYMONS, Robert W.P1CV3

 TETREAUULT, Jean-Claude J. ..LSCV1
 TRACY, Edward P.P2CV2
 TURNER, Kenneth G.LSCV1

 VAN EK, Hendrik P.LSEM1
 VENNALL, Charles E.P2CR2
 VERHAEGHE, Laurent C.LSCR1

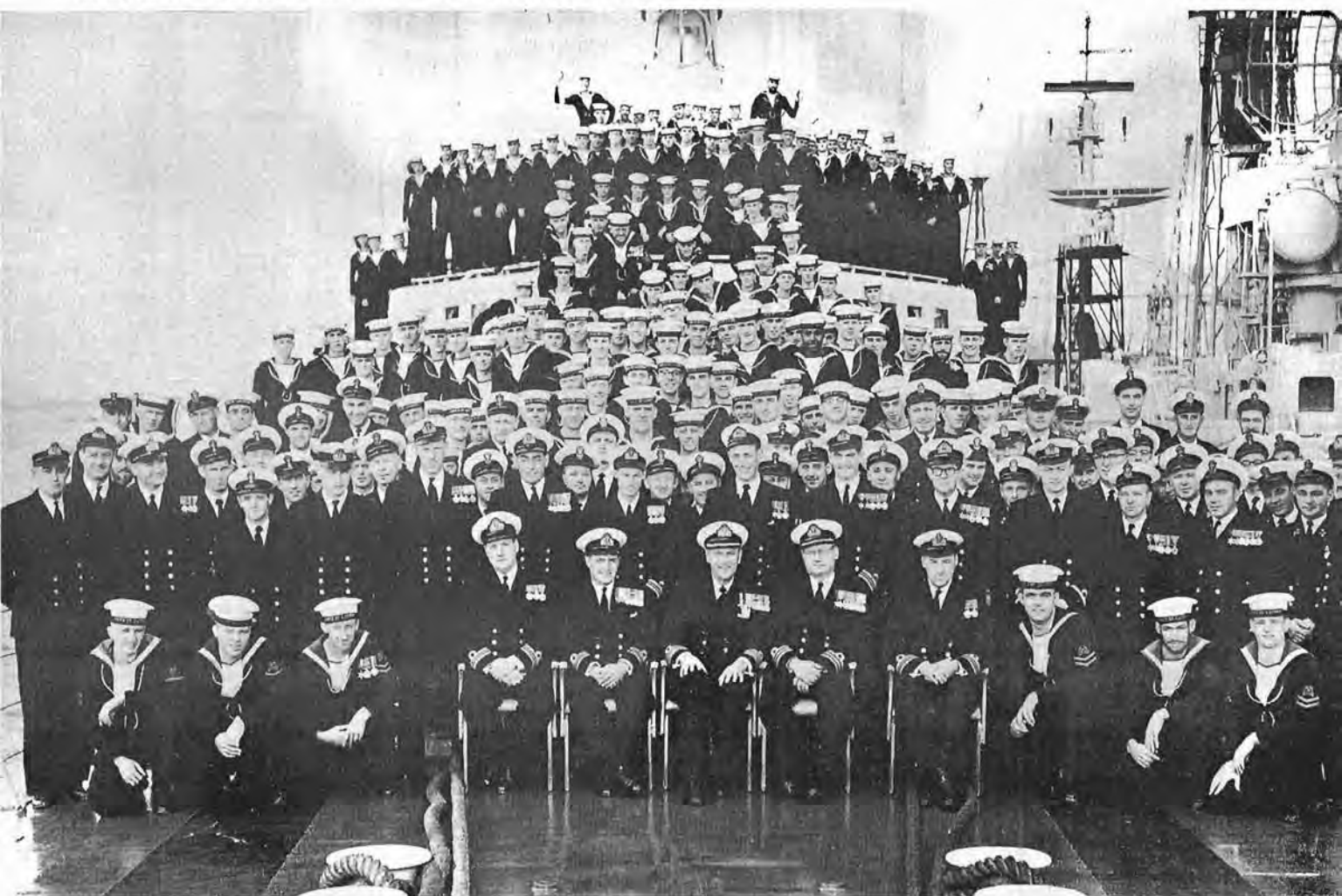
 WARD, John L.LSRA2
 WASS, Kenneth R.LSRA2
 WHALEY, RonaldLSTD1
 WHITMAN, Ira M.LSVS1
 WHITTAKER, James A.LSEF2



The pause that (brrrr) refreshes is inadvertently portrayed by a new entry seaman at Cornwallis as he fails to negotiate the famous pontoon bridge that lies along the route of the obstacle course. The water temperature was 34 degrees and it may have been this that kept the sailor-in-training cool enough to rescue his rifle, which went under with him.

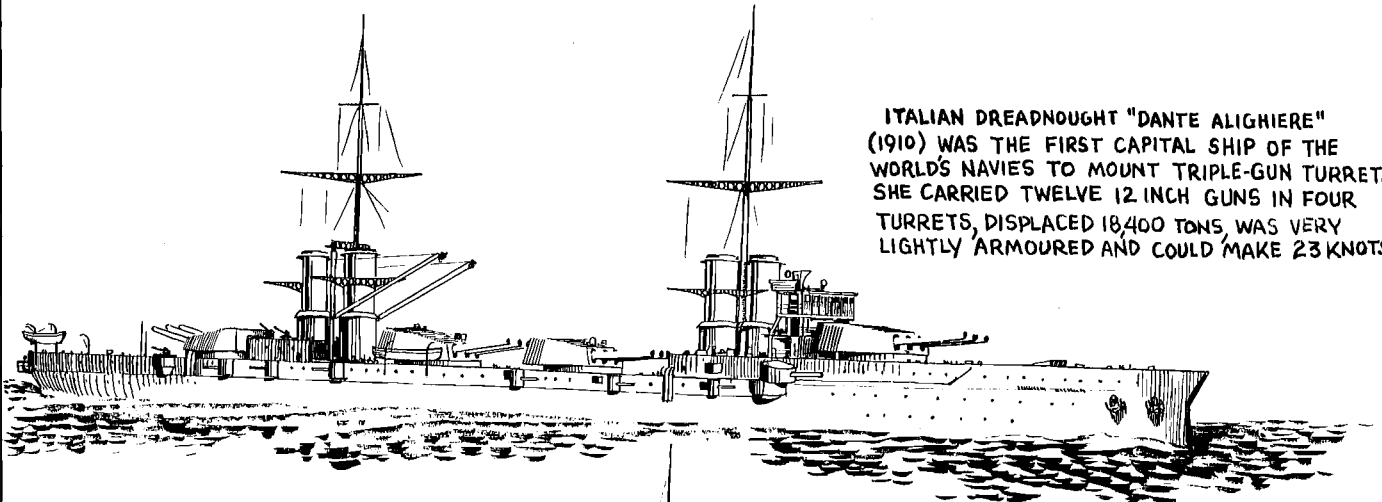


Two family portraits, taken thousands of miles apart, are presented here. The ship's company of HMCS Sioux posed for theirs with the Angus Macdonald bridge at Halifax in the background. Officers and men of HMCS St. Laurent were photographed on board their ship at Toulon, France, during autumn exercises in the Mediterranean. (HS-55318; BN-4525)

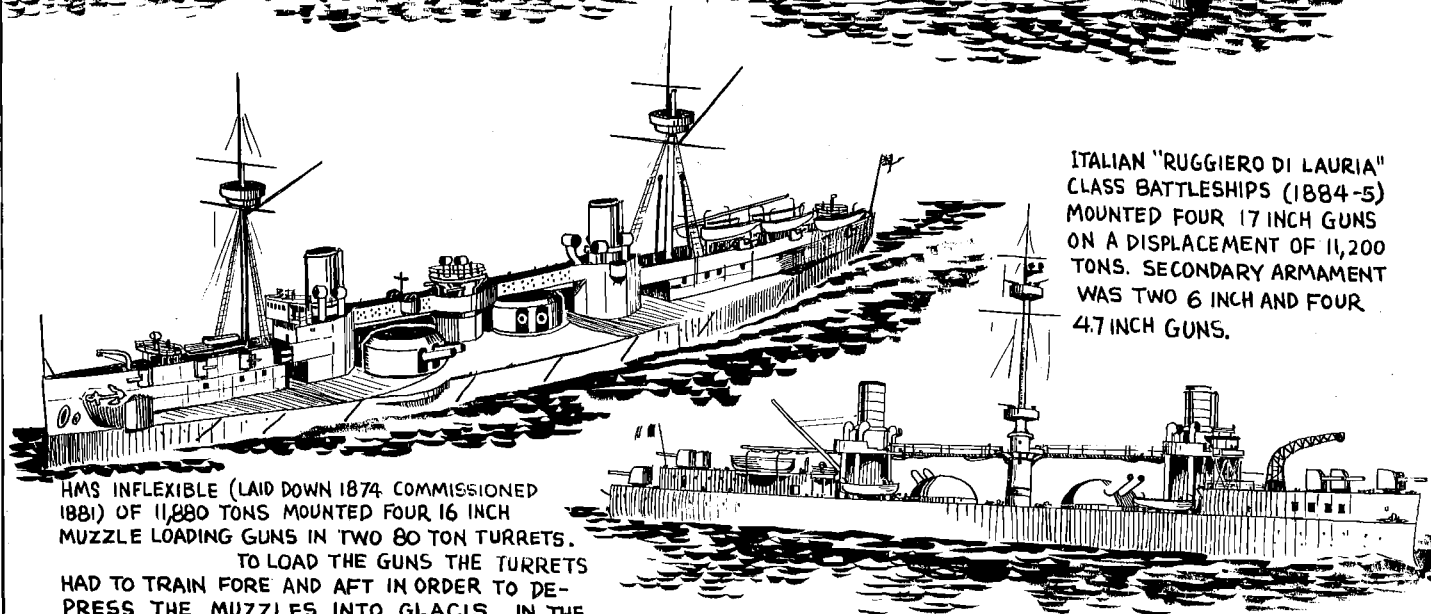


Naval Lore Corner

Number 67
ARMAMENT NOTES



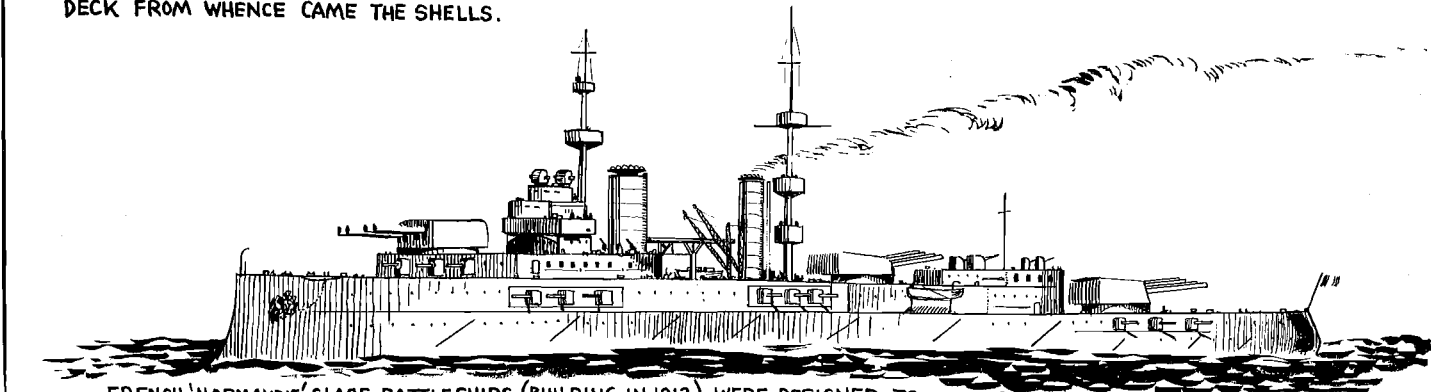
ITALIAN DREADNOUGHT "DANTE ALIGHIERE" (1910) WAS THE FIRST CAPITAL SHIP OF THE WORLD'S NAVIES TO MOUNT TRIPLE-GUN TURRETS. SHE CARRIED TWELVE 12 INCH GUNS IN FOUR TURRETS, DISPLACED 18,400 TONS, WAS VERY LIGHTLY ARMoured AND COULD MAKE 23 KNOTS.



ITALIAN "RUGGIERO DI LAURIA" CLASS BATTLESHIPS (1884-5) MOUNTED FOUR 17 INCH GUNS ON A DISPLACEMENT OF 11,200 TONS. SECONDARY ARMAMENT WAS TWO 6 INCH AND FOUR 4.7 INCH GUNS.

HMS INFLEXIBLE (LAID DOWN 1874 COMMISSIONED 1881) OF 11,880 TONS MOUNTED FOUR 16 INCH MUZZLE LOADING GUNS IN TWO 80 TON TURRETS.

TO LOAD THE GUNS THE TURRETS HAD TO TRAIN FORE AND AFT IN ORDER TO DEPRESS THE MUZZLES INTO GLACIS IN THE DECK FROM WHENCE CAME THE SHELLS.



FRENCH 'NORMANDIE' CLASS BATTLESHIPS (BUILDING IN 1913) WERE DESIGNED TO MOUNT QUADRUPLE TURRETS - THE FIRST OF THEIR KIND - (TWELVE 13.4 INCH GUNS). THEY WERE TO HAVE DISPLACED 25,887 TONS BUT WERE CANCELLED. ONE, HOWEVER, THE "BEARN" WAS COMPLETED AS AN AIRCRAFT CARRIER.

The Queen's Printer
OTTAWA

If undelivered return to:

The Queen's Printer, Ottawa, Canada

En cas de non-livraison, retourner à:

L'Imprimeur de la Reine, Ottawa, Canada

