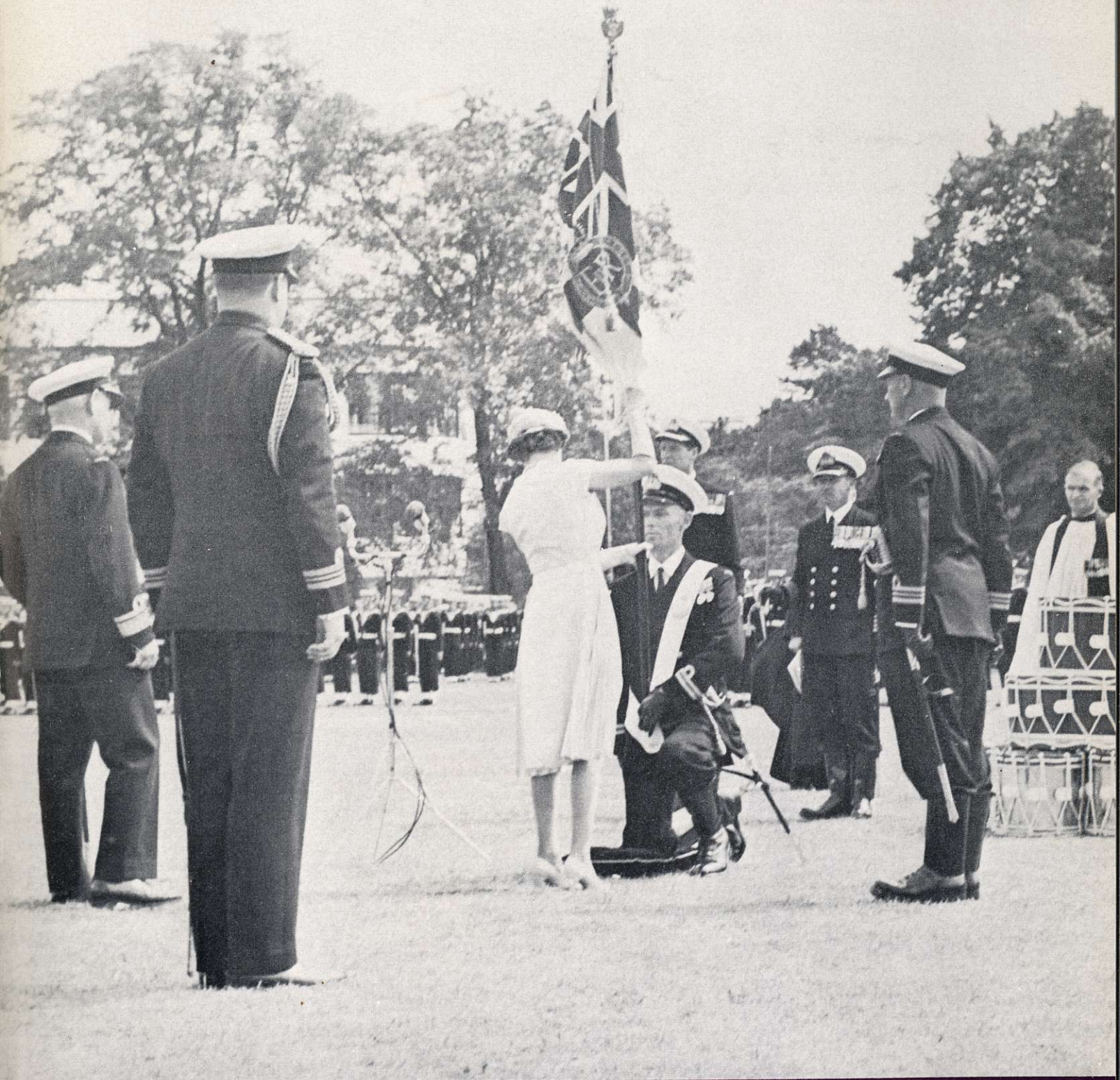
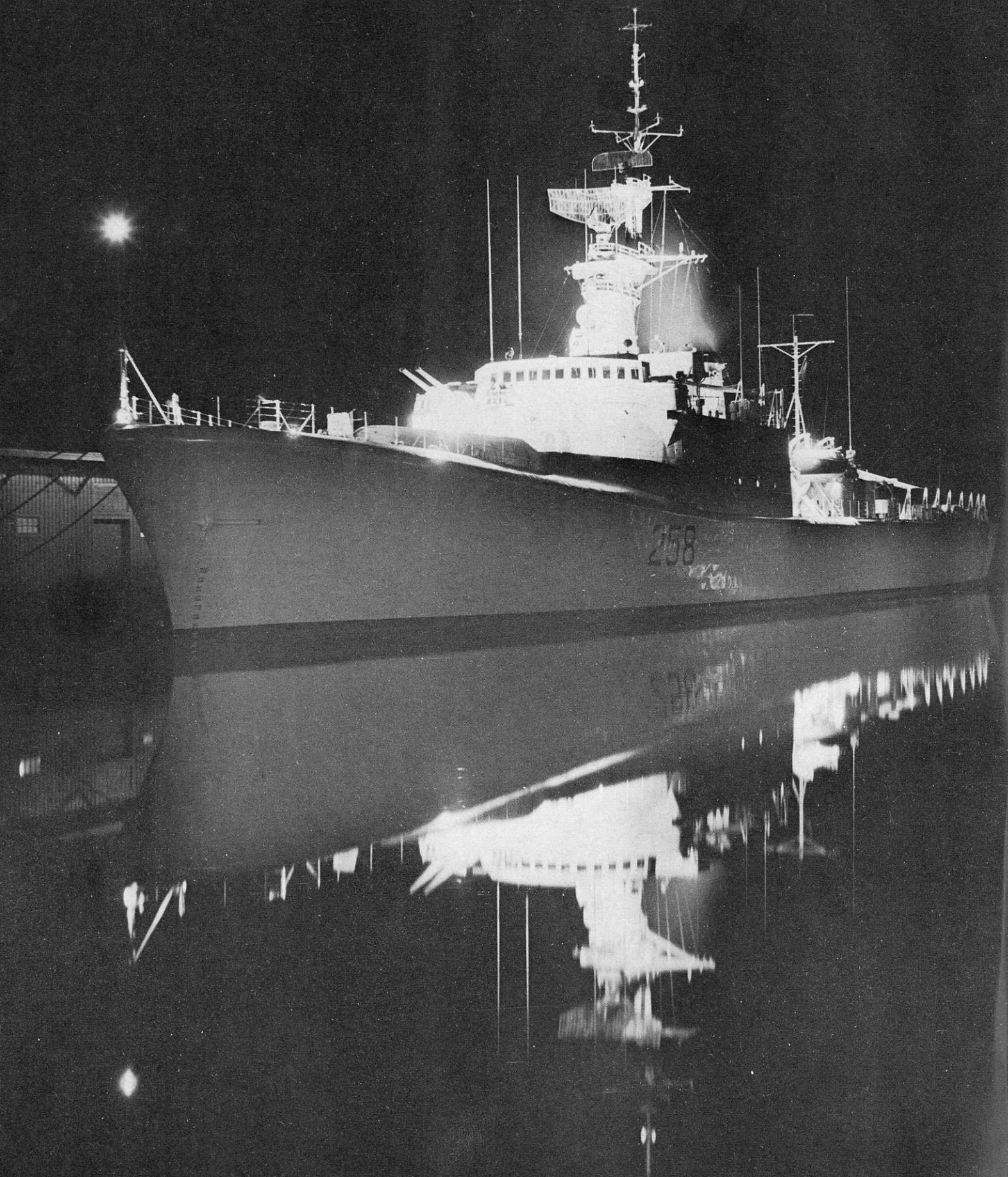


The CROWSNEST





The CROWSNEST

Vol. 11 No. 10

THE ROYAL CANADIAN NAVY'S MAGAZINE

AUGUST, 1959

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The Cover—At this precise moment, following the drumhead service, Her Majesty Queen Elizabeth II entrusts her Colour to the safekeeping of the Royal Canadian Navy. The Queen's Colour was presented at a ceremony on the Garrison Grounds in Halifax on August 1. (HS-58429).

PICTURE OF THE MONTH

The *Kootenay* not long ago occupied the space on the opposite page as "Lady of the Month". This time honour is paid not to the ship but to a dramatic photograph taken of her as far from the sea as she is ever likely to find herself.

The picture was taken on the night of July 9, 1959, after the *Kootenay*, *Gatineau* and HMS *Ulster* had escorted HMY *Britannia* to Port Arthur for the Royal Visit in that Lakehead city. The photographer was Robert V. Bocking, of Giant Films, Port Arthur, who chose a moment when the harbour was unruffled by the slightest ripple. The photo is reproduced here with grateful acknowledgement to Mr. Bocking.

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 Directorate of Naval Photography, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

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THE QUEEN'S PRINTER,
Department of Public Printing
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Communications, other than those relating to subscriptions, should be addressed to:

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



RCN NEWS REVIEW

Thousands of Haligonians made their way to the slopes of Citadel Hill to watch the presentation of the Queen's Colour to the Royal Canadian Navy by Her Majesty Queen Elizabeth. (HS-58422).

Joint Exercises Off Charleston

Canadian and United States navies teamed up July 6 for the fourth annual combined U.S.-Canadian mine warfare exercise, Sweep Clear IV, which took place off Charleston, S.C., and lasted for 18 days.

Vice-Admiral William G. Cooper, USN, Commander Ocean Sub-Area (NATO) conducted the exercise. Rear-Admiral D. C. Varian, USN, Commander Mine Force U.S. Atlantic Fleet, whose headquarters are at Charleston, S.C., was tactical commander.

Rear-Admiral Hugh F. Pullen, Commander Canadian Atlantic Sub-Area (NATO), designated Cdr. A. C. Campbell, to command the five Royal Canadian Navy minesweepers taking part.

U.S. Navy forces in the exercise included 24 minesweeping ships, a net layer, a minesweeping tender, several explosive ordnance disposal teams and minelaying aircraft of Patrol Squadron Twenty Six. Royal Canadian Navy forces included five minesweepers and an operational diving unit.

Sweep Clear IV put into practice the lessons learned during the past three similar annual exercises, all designated to train NATO naval forces in carrying out combined mine warfare operations.

During the exercise the forces trained by laying, locating and countering a

drill minefield and by sweeping a clear channel through the field to make it safe for simulated NATO shipping.

A two-day conference to discuss lessons learned during Sweep Clear IV was held at Charleston after the at-sea phase of the exercise.

Canadian and U.S. Navy ships returned to their respective national commands upon completion of the exercise July 24.

Cdr. Campbell is commander of the First Canadian Minesweeping Squadron and also commands the *Resolute*. The other Canadian ships taking part included the *Fundy*, *Thunder*, *Chignecto*, and *Chaleur*. They called at Yorktown, Va., July 25-27, returning to Halifax July 29.

RCN(R) Officers Study A-Defence

Something new in RCN(R) summer training was introduced this summer when 22 officers from 15 naval divisions across Canada attended a two week course in nuclear defence and national survival at Camp Borden, Ontario.

The course was the first all-naval course ever offered by the Joint Atomic, Biological and Chemical Defensive Warfare School, although a number of RCN officers and men have previously attended mixed courses at this tri-service school.

Purpose of this year's course for RCN(R) officers was to provide divisions with nuclear defence instructors, and to assist them to plan for national survival operations in their own communities. Although the primary task of the RCN(R) will continue to be training for naval duty at sea, certain RCN(R) personnel may also be assigned to temporary disaster duties under the new Department of National Defence concept of national survival. With this in mind the RCN(R) course included studies in nuclear weapon effects, countermeasures, monitoring and decontamination, to qualify reserve personnel for disaster service in either civilian communities or naval establishments.

Guest speakers included Commodore R. I. Hendy, Senior Naval Officer, Toronto area; Cdr. H. W. A. Moxley, Naval Headquarters, and Lt.-Col. G. P. Marriott from the Canadian Army's new Directorate of Survival Operations.

Attending the course were the following officers of the self-styled "Fighting First" naval class:

Cdr. J. L. Freeman, *Chippawa*; Lieutenant-Commanders D. L. S. Bate, *York*, Reginald Bing-Wo, *Queen*, Francis Chambers, *Star*, R. G. Cannell, *Scotian*, C. M. Comba, *Tecumseh*, W. M. Dicks, *Carleton*, Maurice Jacques, *Montcalm*, D. M. Keith, *Unicorn*, Donald

McDiarmid, *Tecumseh*, W. J. Mock, *Star*, B. O. Nixon, *Discovery*, C. H. Rolf, *Nonsuch*, Peter Thomas, *Malahat*, T. C. Turner, *York*, and R. G. Wilson, *Star*; and Lieutenants F. H. W. Carter, *Cabot*, A. M. Drover, *Cabot*, A. R. McCulloch, *Cataraqui*, L. G. Pearce, *Hunter*, and G. W. Vosper, *Cataraqui*.

RCN members of the Joint ABC School staff responsible for the course included Cdr. K. E. Grant, commandant; Lieut. T. Tooms, course officer; CPO J. Tizzard and PO A. W. Carroll.

**Job Safety Is
Essay Subject**

The promotion of on-the-job safety is the goal of an essay contest announced in conjunction with the Joint Services Accident Prevention Program. Prizes of \$100, \$50 and \$25 will be offered.

Contestants are asked to describe in about 500 words what they consider to be the main contributing factor to accidents in their occupation and how to avoid such accidents. It is hoped the contest will stimulate thinking on the subject of accident prevention far beyond the circle of those who actually enter essays.

The contest is open to all servicemen and servicewomen of the regular forces up to and including the rank of chief petty officer or equivalent, and to all civilian employees of the Department of National Defence who do not hold officer status.

Entries will be judged on the basis of originality, realistic approach and composition. All submissions become the property of the Crown and the judges' decision will be final.

Essays must be submitted before the end of 1959 to:

Co-ordinator,
Joint Services Accident Prevention
Program,
Department of National Defence,
Ottawa, Ontario.

**1939 Ceremony
Brought to Mind**

Serving in the Atlantic Command are 38 officers and men who took part in the ceremony of presentation by His Majesty King George VI of the King's Colour at Victoria, in 1939.

They watched with special interest the ceremony on the Garrison Grounds in Halifax August 1, when Her Majesty The Queen presented the RCN with her Colour.

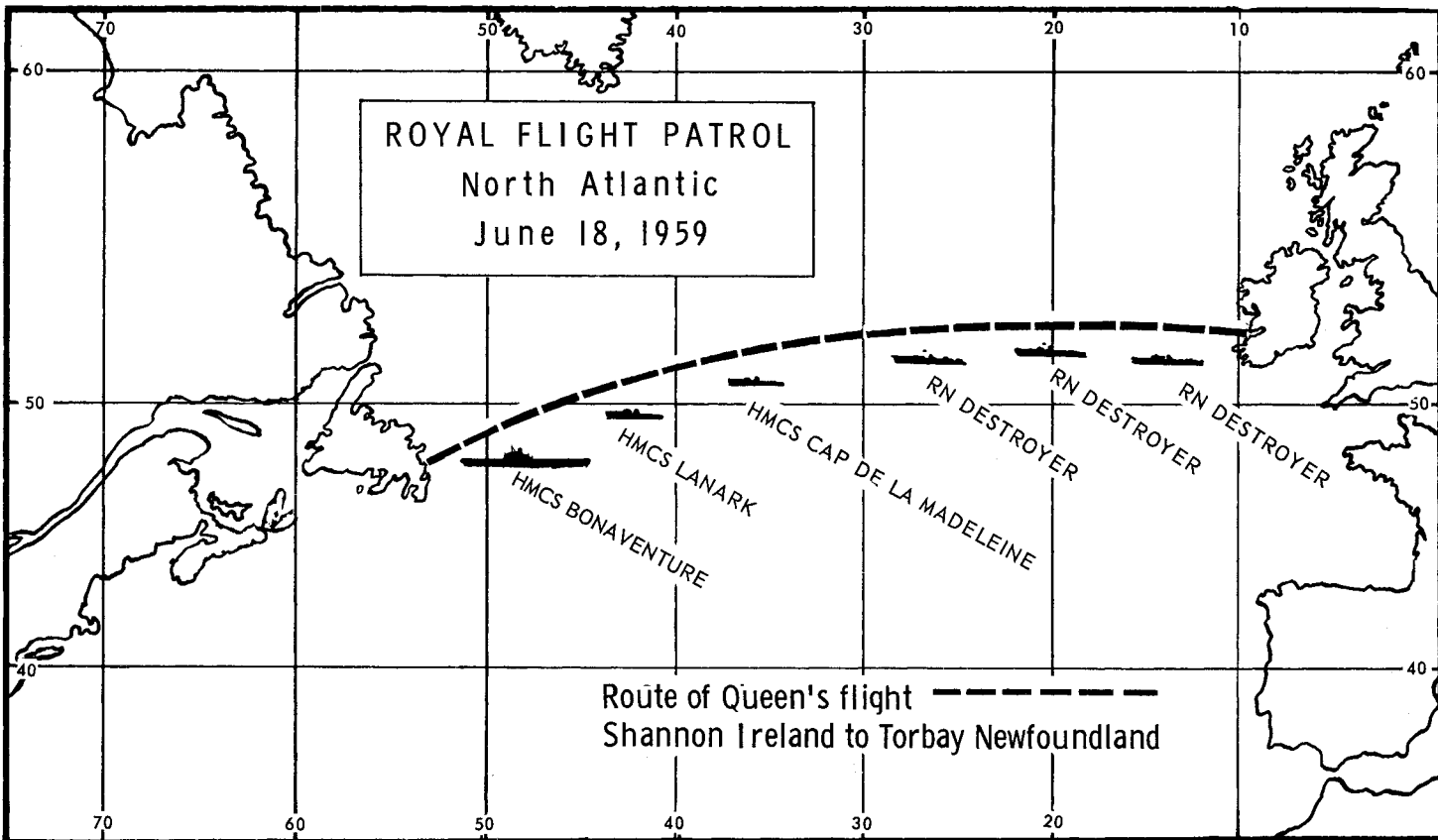
Rear-Admiral Hugh F. Pullen, as a lieutenant-commander, was in command of the escort company in that ceremony two decades ago, made the address in reply to Her Majesty's remarks at the August ceremony.

Another officer also involved in Royal Visit ceremonies who was present in 1939 is Cdr. Joseph M. Paul, officer-in-charge of the Navy's Gunnery School, who was co-ordinator for the Armed Forces of Royal Tour arrangements in the Maritimes. He was, as a leading seaman, the left guard in the Colour party when the late King George VI presented his Colour to the RCN.

The ceremony of 20 years ago marked the first time the Sovereign had personally presented the Colour to any naval force in a ceremony outside the British Isles.

**Captain Frewer
Cornwallis CO**

Captain Frederick Charsley Frewer, formerly joint secretary and executive assistant to the Chairman of the Canadian Joint Staff (Washington), has been appointed commanding officer of *Cornwallis*, effective August 17. He succeeds Captain M. J. A. T. Jette, who has been appointed to a staff course at the National Defence College, Kingston.



Ships of the Atlantic command patrolled the western half of the route the aircraft bearing Her Majesty the Queen and His Royal Highness the Prince Philip to Canada in June. A similar patrol guarded the route of the return flight August 2.

Ships Aircraft In A/S Exercises

Four destroyer escorts of the Second Canadian Escort Squadron and aircraft of 407 Maritime Squadron, RCAF, took part in anti-submarine exercises, conducted by Vice-Admiral R. E. Libby, USN, Commander First Fleet off the west coast of the United States in early August.

Commander of the Canadian Surface and Air Force was Rear-Admiral H. S. Rayner, Canadian Maritime Commander Pacific at Maritime Headquarters Pacific, Esquimalt. Captain J. C. Pratt, Commander Second Canadian Escort Squadron, commanded the destroyer escorts *Margaree*, *Fraser*, *Skeena*, and *Ottawa*, and the RCAF Maritime Squadron was under the command of Wing. Cdr. J. C. McCarthy, RCAF.

Ten United States warships headed by the anti-submarine warfare carrier USS *Yorktown* participated in the exercise, as did five squadrons of USN anti-submarine aircraft.

Dominion Day Observed in Norfolk

Wednesday, July 1, was celebrated as Dominion Day, the 92nd anniversary of Canada's gaining Dominion status, at the headquarters of Admiral Jerauld Wright, USN, NATO's Supreme Allied Commander Atlantic, Norfolk, Virginia.

At the special ceremony, Vice-Admiral W. J. W. Woods, RN Deputy Supreme Allied Commander Atlantic, presented the Canadian ensign to Captain A. B. F. Fraser-Harris, RCN.

Capt. Fraser-Harris handed the ensign to a U.S. Marine Corps colour guard, who hoisted it with the flags of the other 14 NATO member nations.

A USN band played the national anthems of the U.S.A. and Canada.

Served in Three Aircraft Carriers

A former chief petty officer with service in three aircraft carriers, Percy John Duchene, has been promoted to the rank of acting commissioned radio officer.

He has been appointed to the Electrical School at *Stadacona*.

Cd. Off. Duchene served as a signalman in the RCNVR from October 1939 until January 1941, when he was transferred to the regular force. He has served in the cruiser *Uganda*, the aircraft carriers *Warrior*, *Magnificent* and *Bonaventure* as well as in naval shore establishments. He saw action in the Korean war on board the *Haida*.

NO TRIBAL CHIEF, HE MADE GRADE IN NAVY

A FULL-BLOODED Indian from the Six Nations Reservation at Ohsweken, Ont., has no claims to being a chief, elected or hereditary, but nevertheless is a "chief" in his own right—and in the eyes of the Royal Canadian Navy.

He is Chief Petty Officer George Edward Jamieson, veteran of the Battle of the Atlantic and the Korean conflict and now serving as senior instructional CPO in the Torpedo Anti-Submarine School at *Stadacona*.

His father, George Jamieson, is a Mohawk, his mother a Cayuga. They have a 90-acre farm along rural route No. 2, Ohsweken.

CPO Jamieson was born on February 21, 1920, in Toronto, where his father was then employed. He attended school there, joined the Sea Cadets, then entered the pre-war Royal Canadian Naval Volunteer Reserve. Being underage for normal entry, he was taken on as a boy bugler, "though I couldn't blow a note." Later he transferred to the gunnery branch and was in the first lot of reserves called on active service in August 1939.

That fall and winter he served in harbour craft, then began anti-submarine training. He served in escorts on trans-Atlantic and coastal convoy duty for most of the war, rising to petty officer. He volunteered for the Pacific campaign but the war ended before he got there. When the Tribal class destroyer *Iroquois* went to Korea in 1952 on her first tour of duty, he was chief TAS (torpedo anti-submarine) instructor on board. On the trip back to Halifax he served as chief boatswain's mate, as well.

CPO Jamieson later served in other east coast escorts and also qualified as an airborne anti-submarine specialist.

He met his wife, the former Ruby Upton, while on a helicopter anti-submarine course with the U.S. Navy at Weeksville, North Carolina. They and their adopted son live in a five-room bungalow at 70 Arlington Avenue, Armadale, a Halifax suburb.

CPO Jamieson, who wears four rows of campaign ribbons, had been in his present job two years this June. Essentially, as senior instructional chief, he is in charge of men on the instructional staff, works out examinations, marks tests, arranges syllabi and otherwise acts as a good right arm to



"CHIEF" JAMIESON

the senior instructional officer of the school. In a specialized anti-submarine navy demanding a high degree of skill and proficiency, his is an important job.

One of the few Indians who have been strongly pulled toward Navy life, CPO Jamieson asserts emphatically, "You can't beat it. I'm glad I chose the Navy; I'm definite on that." To him, the challenge of life at sea presented "something new, something hard."

A faithful visitor to the Six Nation reservation during annual leave, he often wonders why the Navy doesn't get more Indian recruits. "They would probably make better sailors than most, because they are so self-reliant," he says.

CPO Jamieson's term of service may soon be over. Although his plans are not definite, in the back of his mind is a notion that he'd like to go back to the reservation, working in some capacity with the Indian Affairs department of the government.



More than 2,600 veterans met in Hamilton, Ontario, for the reunion of Canadian Naval Veterans' Association, in June. Delegates from as far as Newfoundland and Long Island, N.Y., participated in the three-day meeting. Seen here is a platoon of veterans marching past the saluting base at the Sunday morning parade. The Hon. Ellen Fairclough, Minister of Citizenship and Immigration took the salute accompanied by Commodore E. W. Finch-Noyes Commanding Officer Naval Divisions. (COND-5222)

VETERANS' REUNION BIGGEST YET

AT THE FIFTH annual reunion of Canadian Naval Veterans recently held in Hamilton, Ontario, the culmination of many years' work and effort was reached when the Canadian Naval Veterans' Association was presented with its official charter of incorporation.

This year's reunion broke all attendance records, with over 2,600 delegates arriving for the June 20 week-end from points as far away as Newfoundland, Sault Ste. Marie, and Long Island, N.Y. Naval organizations from at least ten Ontario cities and towns were well represented at the meeting.

The national charter to the steadily-growing Canadian Naval Association recognizes it as a central affiliation for the various naval veterans' organizations already in existence throughout the country, without interfering with their local autonomy. The association seeks to encourage formation of branch associations; to assist in benevolent work for naval personnel—retired or serving—and to co-ordinate the activities of participating members within the unified body. From the point of view of the RCN, one of the more im-

portant objects of the association, as stated in the charter, is "to endeavour to instill in the citizens of Canada the realization that in time of need naval defence is vital to the national interest".

In his message of welcome, Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions, stated: "Former naval personnel arriving from areas throughout Canada and the United States exemplify the loyalty of your members to the service. Tribute must be paid to all of you, for it is in such loyalty and support that much of the strength of the Navy lies.

"Armed forces may exist by the consent of the public, but they only live and gain strength when thoroughly supported by the people of the nations for whose protection they exist. In Canada, as in any democratic country, that kind of support can come only from thorough public understanding, and this understanding is enhanced by the Canadian Naval Association and the high ideals toward which it strives."

A full and varied program of activities was arranged for the week-end by

the host organization, the Hamilton Naval Veterans' Association, of which S. R. Piner is president. Participating in ceremonies held in conjunction with the reunion were the band and gun-run team of RCSCC *Lion*, Hamilton, and the band of HMCS *York*, Toronto's naval division.

Attending many of the week-end's functions, the Hon. Ellen Fairclough, Minister of Citizenship and Immigration, was the representative of the government of Canada. Senior naval officers present at the reunion included: Commodore James Plomer, Deputy Chief of Naval Personnel; Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions; Commodore R. I. Hendy, Senior Naval Officer Toronto area; Captain J. W. F. Goodchild, commanding officer, *York*; Commander W. T. Houghton, commanding officer, *Star*; and Commander H. R. Beck, commanding officer *Patriot*. The naval co-ordinators for the reunion were Lt.-Cdr. (SB) R. A. V. Jenkins, Staff Officer (Information) to COND and Lt.-Cdr. (SB) H. F. Rankin, Staff Officer (Intelligence).

Early registration was carried out at the Royal Connaught Hotel on Friday evening when the first delegates from out of town began arriving. Outside the hotel, the band of RCSCC *Lion* presented a precision marching display, and a group of cadets from the same corps performed a smart demonstration of the gun-run drill. Drum majorettes from the Hamilton Tiger-Cat Football Club added to the colour of the Friday evening entertainment by presenting a display of synchronized baton swirling.

On Saturday morning, registration continued at the James Street Armouries. To aid veterans in meeting their old shipmates, registration books were available for each ship which had served in the RCN during the war. The veterans entered their names and periods during which they served in a particular ship, and, in this way, many wartime friendships were renewed. One of the first to register on Saturday was a delegate from Niagara-on-the-Lake, Ont., who believes he is the only ex-Royal Yachtsman presently living in Canada. Fred Little, 76, served on board two Royal Yachts, the *Victoria* and *Albert*, and the *Alexandria*. He looked forward to making good the personal invitation he received to visit the *Britannia* when she arrived in the Great Lakes.

At a City Hall reception in the late morning, His Worship, Mayor L. D. Jackson welcomed the official party, which included representatives of the navy and of the naval veterans' organizations. After signing the Golden Book, members of the party moved to the Royal Connaught Hotel where a luncheon was tendered by the City of Hamilton. In his address to the assembled guests, Mayor Jackson briefly outlined the history of Hamilton, and traced a vivid picture of the city's potential future growth. He commended the Hamilton branch on the excellent job done in the planning and organization of the week-end which was already in evidence.

The afternoon's activities centered about the armouries where delegates met informally to enjoy the company of their ex-shipmates. Many a salty dip was spun, and shipboard memories—both happy and tragic—were revived. Russ Woodward of Hamilton related one of the most interesting stories of the afternoon, when he recalled the sinking by gunfire and depth charges of the Nazi submarine, *U-1006*, off the coast of Norway by HMCS *Annan*, in which he was serving at the time.

Members of the official party took the opportunity to meet the delegates attending the reunion, most of whom had by then arrived in Hamilton.

In the early evening, a reception was held in the wardroom of *Star* for representatives of the member organizations of the CNA. Hon. Ellen Fairclough, Minister of Citizenship and Immigration, was guest of honour. The reunion banquet followed immediately after the reception. The banquet area of the armouries was colourfully decorated with giant murals and deckhead pennants, provided by the Steel Company of Canada. The *York* band, under the direction of Lt. (SB) R. H. Plunkett, played a potpourri of dinnertime music, which added much to the festive atmosphere of the occasion.

The highlight of the evening, indeed of the week-end, was the presentation of the national charter to the Canadian Naval Association. Cecil McLennan, president of the Association, accepted the charter from Commodore R. I. Hendy, Senior Naval Officer Toronto Area. In his introductory remarks, Commodore Hendy recalled briefly the history of the young organization receiving the charter. He congratulated the veterans on this achievement, and wished them all success in the future.



Assembled at the Cenotaph in Hamilton Canadian naval veterans on the occasion of their annual reunion, paid homage to their comrades who fell in the two Great Wars. An official of the veterans' organization pauses for a moment's silence after laying a wreath at the base of the monument. (COND-5217)

Commodore James Plomer, Deputy Chief of Naval Personnel, was the main speaker of the evening. Commodore Plomer brought greetings from the Chief of Naval Staff, whom he represented, and wished the association good luck in the future. He commended the veterans on their success in establishing the association and in making such rapid strides in growth.

Sunday morning, upon completion of church services, the veterans marched to the cenotaph for a wreath-laying ceremony. On the way to the cenotaph, as the parade marched past, Hon. Ellen Fairclough took the salute, accompanied by Commodore Finch-Noyes. Participating in the parade were marching units from the *Buckingham* and *Star*, and the *York* band. Wreaths were laid by Mrs. Fairclough, on behalf of the Government of Canada, and by Commodore Finch-Noyes, on behalf of the RCN and the RCN(R), and by members of the various veteran organizations.

In the afternoon, open house was held in the *Buckingham*, and many took the opportunity to inspect the modernized frigate. Refreshments were served on the drill deck of *Star* where delegates met during the final hours of the reunion to bid farewell to old friends and new acquaintances as the fifth annual reunion drew to a successful close.

Supply Branch Men Promoted

The supply branch has gained two more officers from the lower deck.

A prairie-born former petty officer of the Royal Canadian Navy, Edward Henry J. Gayda, has been promoted to the rank of acting commissioned stores officer.

He has been appointed to the staff of the Command Supply Officer at HMCS *Patriot*, Hamilton.

Cd. Off. Gayda joined the Royal Canadian Navy in Regina in May 1947 as a probationary stores assistant. He has served in naval establishments on both coasts and at sea in the *Ontario* and the Arctic patrol vessel *Labrador*.

A former petty officer, Bernard Jean Levesque, has been promoted to the rank of acting commissioned commissary officer.

He has been appointed to *Shearwater*.

Cd. Off. Levesque entered the Royal Canadian Navy in April 1946 at *Carleton*, Ottawa naval division, as an assistant cook. He has since served in naval shore establishment on the West Coast, and in the *Warrior*, *Sault Ste. Marie* and *Athabaskan*. He was serving in *Naden* at the time of his promotion.

OFFICERS AND MEN

Officer Completes USN Hospital Course

A Canadian naval officer, Cd. Off. Eric A. Crump, was among the 37 graduates of the 20th class of the U.S. Naval School of Hospital Administration National Naval Medical Centre, Bethesda, Maryland, at graduation exercises on June 23.

Certificates of satisfactory completion of the intensive ten-month course in hospital administration were presented by Rear-Admiral Bartholomew W. Hogan, Surgeon General of the USN.

Among the guests was Captain G. A. Woolcombe, assistant naval attaché to the Canadian Embassy in Washington.

Promotion for Wren Officers

The promotion in rank of two wren officers was announced in July.

Promoted to lieutenant (W) were Sub-Lt. Dorothy M. Gower, Assistant to the Staff Officer (Wrens) at Naval Headquarters, Ottawa, and Sub-Lt. Catherine M. Mallabone, Assistant Personnel Selection Officer and Assistant Divisional Officer at *Naden*.

Lt. Gower entered the Royal Canadian Navy (Reserve) in August 1953, as an ordinary wren at *Malahat*, Victoria naval division. She was promoted to the rank of acting sub-lieutenant (W) in June, 1956, and transferred to the regular force on a short service appointment.

She has served in *Stadacona* and in HMCS *Shelburne*, Shelburne, N.S. She took up her present appointment at Naval Headquarters in June 1959.

Lt. Mallabone graduated from the University of Alberta in 1946 with the

WEDDINGS

Able Seaman Leslie G. Bagley, *Fortune*, to Miss Frances Ruth Taylor, of Victoria.

Lieutenant Frederick R. Berchem, *Algonquin*, to Miss Patricia Alice Beckworth, of Toronto.

Lieutenant Robert Campbell, *St. Croix*, to Miss Kathleen O'Donnell, of Halifax.

Lieutenant (W) Margaret MacKie, *Patriot*, to Chaplain Robert Shannon, *Cornwallis*.

Able Seaman John Irvin Mickelson, *Fraser*, to Miss Valerie Anne Knowles, of Victoria.

Able Seaman James C. Webb, *Shearwater*, to Miss Patricia Rose Doan, of Morpeth, Ont.

Lieutenant Victor H. A. Williams, *Shearwater*, to Miss Joan Muriel Smith, West River, N.S.



The little Canadian community attached to the staff of Admiral Jerauld Wright, Supreme Allied Commander Atlantic, at Norfolk, Virginia, assembled for this picture on July 1—Canada's 92nd birthday. Vice-Admiral W. J. W. Woods, RN, Deputy Supreme Allied Commander Atlantic, joined the group. Shown, left to right, are: Front row—Abigail LaRue, Bill Fraser-Harris, Ara Nixon and Jeff Birtwistle; second row—Carolyn, Suzanne and Michelle LaRue, Lucia Nixon, Jill Birtwistle, Charles Nixon and Ken Birtwistle; third row—Mrs. L. R. Carr, Mrs. A. B. F. Fraser-Harris, (not identified), Mrs. C. P. Nixon, Mrs. G. A. LaRue and Mrs. Kenneth Birtwistle; rear-row—Wing Cdr. W. McLeod, Lt.-Cdr. Carr, Vice-Admiral Woods, Captain Fraser-Harris, Captain Nixon, Cdr. Birtwistle and Cdr. LaRue.—(Official Saclant Photograph)

degree of Bachelor of Education and subsequently entered the teaching profession. In June 1950, while visiting England, she joined the Women's Royal Naval Service and served as an occupational therapist until June 1954, when she was released and returned to Canada.

She entered the Royal Canadian Navy (Reserve) in May 1956 as an acting sub-lieutenant (W) and went to HMCS *Cornwallis*, naval training establishment near Digby, N.S., for personnel selection duties. In July 1957 she transferred to the regular force on a short service appointment and in January 1959 took up her present appointment at *Naden*.

Cdr. Saxon New Athabaskan CO

Cdr. Donald R. Saxon has been appointed to command the *Athabaskan*, unit of the Third Canadian Escort

Squadron based at Halifax, effective August 11.

Cdr. Saxon has been serving on the staff of the Director of Undersea Warfare at Naval Headquarters since January 1958.

Newly Promoted Officer ex-RCAF

Veteran of Second World War service with the RCAF a former petty officer of the Royal Canadian Navy, Jeffrey Darrel Cragg has been promoted to the rank of acting commissioned stores officer.

BIRTHS

To Petty Officer G. R. Deveau, *Bytown*, and Mrs. Deveau, a daughter.

To Able Seaman B. W. Hulse, *Jonquiere*, and Mrs. Hulse, a daughter.

To Petty Officer Peter Meek, *Jonquiere*, and Mrs. Meek, a son.

To Able Seaman Dennis Saunders, *Crescent*, and Mrs. Saunders, a daughter.

He has been appointed to the naval repair ship *Cape Breton*.

Cd. Stores Officer Cragg joined the Royal Canadian Navy at *Naden*, in December 1947 as a probationary stores assistant. He has since served on the West Coast, at HMCS *Churchill*, naval radio station, and at sea in the *Cayuga* and the *Ontario*.

PO Becomes Stores Officer

A former petty officer of the Royal Canadian Navy, Walter Moeckl has been promoted to the rank of acting commissioned stores officer.

He has been appointed to *Gloucester*, naval radio station near Ottawa.

Cd. Stores Off. Moeckl was born in Neudeck, Czechoslovakia, and came to Canada at an early age. He entered the RCN in July 1947 at *Unicorn*, Saskatoon naval division, as a probationary stores assistant. He has since served in the *Ontario*, *Sioux* and *Jonquiere*, as well as in naval shore establishments on both coasts.

Cathy Chosen to Present Bouquet

The thrills of the Royal Tour began on May 28 for the Lennox family of Shannon Park. A competition was held among 49 charming little girls, ages eight to eleven years, for the honour of presenting a bouquet to Her Majesty Queen Elizabeth, on behalf of the Royal Canadian Navy. The lucky girl was Catharine Elizabeth, daughter of CPO and Mrs. Norris Lennox, formerly of London, Ont. Cathy has one sister, Noreen.



Page eight



The Guelph, Ontario, Sea Cadet Corps, Ajax boasts three sets of twins. On a visit to the frigate *Buckingham*, the boys marched on board two by two and assembled under the twin Bofors while the ship was employed in summer training program of the RCN (Reserve) at the Great Lakes Training Centre, Hamilton. Left to right: Harry and Jim Purdie, 16; Bill and George Brown, 14, and John and Larry Gowan, 15. (COND-5143)



Kindred spirits or spiritual kin—the terms are equally applicable in the case of this trio. PO Joseph Rogers, of London, Ont., and PO Kenneth Kayama, of Mayne Island, B.C., both theological students, are shown on board the *Buckingham* during summer reserve training, along with Chaplain H. A. Seegmiller, another member of the RCN(R) serving in the frigate. The two petty officers were attached to the Great Lakes Training Centre, Hamilton. (COND-5163)

Judges were Mrs. W. E. Colpitts, Mrs. A. B. Rivers, and Prof. Hamer, all of Halifax.

The bouquet was offered when Her Majesty arrived at the Garrison grounds August 1 to present the Queen's Colour to the Royal Canadian Navy.

Cathy, born in London, Ont., is nine years old. She came to live in Shannon Park before she was two. She is in

grade four in Shannon School, and attends the Church of the Redeemer, where she is a member of the Explorer group. Her father serves in HMCS Restigouche.

Cathy was a celebrity on another occasion in London, where she was chosen Miss Firefighter of 1957. At that time she officially opened the new fire hall.—Mrs. H.E.S.

Promotion Made Painless

Down with experts and machines! Let's have a ball!

SURROUNDED as we are by management methods experts, learned psychologists, statisticians and machines which fling neatly punched cards at us at an alarming rate, it is difficult at times to come to grips with reality and make sensible decisions. Faced with: "Why hire people when you can rent machines?" or, "You've deviated from the norm, back into your distribution!" the military leaders' dilemma is acute. Without doubt all naval officers have had the experience of wakening in the midst of ghastly nightmares as they were about to be punched, sorted and tabulated.

Needless to say one hesitates to put forward an idea that does not have a sound background of psychological principles and statistics (affixed in Appendices A-X inclusive) and I am no exception. For some half-dozen years however I have witnessed the uneven struggle between man and the machine-and-expert in one particular field, that of promotion. One understands from the literature on the subject that millions of dollars are spent yearly trying to eliminate the element of human judgment from personnel assessments, machines are struggling to take over, experts are waving Gaussian curves and of course the whole thing seems to escape everyone. My proposal is therefore put forward at this time because the problem has not been solved and because some attempt must be made to stop this miserable waste of funds and reduce the nervous breakdowns of machines and experts.

This proposal meets the requirement for a sound background of psychological principle, only one principle is involved: man is happier to win by chance than by competition. Let me elaborate on this a little.

We are familiar with the raffle, the bingo, the sweep. We are all happy to participate and when there is a winner, we all know that he was "lucky". He in no way controlled the circumstances. It was the luck of the draw. This lucky fellow buys drinks all around, he is slapped on the back by neighbours and friends and in general there is a feeling of well-being. True, each person would have been happy to hold the winning ticket but "better luck next time, old chap!"

Now change this situation by adding that fine democratic principle of "com-

petition" which causes man to progress according to his "ability", which permits him to show his superiority over his fellow men. The whole complexion of the problem changes. Competition causes anxiety, hostility and unhappiness. One need only be present for the promulgation of the half-yearly roster of promotions to realize the adverse effect of competition on men. Is there a general feeling of well-being? Is there back slapping and congratulations? Did the best man win? Certainly not. The winner obviously pulled strings: "I've worked with him and I certainly know that he isn't superior to me." Each man returns shame-faced to his wife and confesses that he did



not win. Bitterness, hostility, marital problems and psychological problems in the children result. The Navy must hire a band of social workers, psychiatrists and psychologists to say nothing of padres to heal these ghastly wounds. The ulcer rate mounts, juvenile delinquency increases and migraine headaches are the order of the day.

Of course, at the headquarters level, we know that things are fine because we have just, with the assistance of a psychologist and statistician, applied a Gaussian curve to the men of the Fleet!

I submit that we trained seagoing officers, capable only of winning the Battle of the Atlantic (in spite of statistics which proved our relative inferiority), must take a firm stand in this matter of promotion, fling out the experts and apply some good old-fashioned judgment to this problem.

I submit that we must pack assessment guide and forms and Gaussian curves. I propose that we eliminate competition from promotion and consequently anxiety, hostility and bitterness from the lives of our men. I propose that, half-yearly, instead of promulgating a roster, we have a ball.

One day, every six months, will be set aside for the "Promotion Draw" and all men who have completed the minimum requirements for promotion, their wives and children would participate. Early in the afternoon the festivities would start with games, sack and three-legged races, game-of-chance booths (knocking down the milk bottles with baseballs), rides of every sort and so on. All this would be free with prizes for everyone. When the kiddies tire and candy, pre-hired baby-sitters take over. Mother and father then don their finest evening clothes and depart in the car which awaits for the ball.

What a ball! Duke Ellington and his band, guest stars Danny Kaye, Marilyn Monroe, Elvis Presley and Ella Fitzgerald! Dancing, entertainment and free beer would go on until midnight. At the stroke of twelve the great roll of drums would caution every one to silence and as the hush settled over the ballroom, the black velvet stage curtains would be drawn back, revealing four large rotating rum casks. The casks would be labelled Petty Officer 2nd Class and 1st Class, Chief Petty Officer 2nd Class and 1st Class and contain the names of all those Leading Seamen, P2s, P1s, and C2s who had completed the minimum requirements for promotion and were thus eligible to enter the cask.

With Danny Kaye acting as master of ceremonies, the casks would be rotated and up would step that lovely lady, Marilyn Monroe, who would reach into the casks and withdraw the slips on which would be printed the names of the lucky winners. This would continue until complement requirements had been met.

The result? Everyone is happy. Promotions have been handed out in a fair and square way, no favourites, all had an equal chance. Friends are still friends. There is back slapping and congratulations and buying of drinks. So that those who do not win will not

feel left out entirely, as a consolation prize each would receive a brand-new electric fry pan.

Already I can visualize the leers and smirks of the experts. However I would draw to their attention that, according to the laws of probability, we stand a pretty good chance of picking a good proportion of the best from each rank. I suspect that if we examined the efficiency of those promoted we would find a Gaussian curve!

Cost, being ever present in our minds these days, must be examined. Since no others have been included in this paper, Appendix "A" contains a comparison of costs of the present and proposed systems.

It is quite apparent that there is a REAL saving of \$9,992 every six months or an annual saving of \$19,984. Of greater importance, is the effect upon morale, the attitudes and personal happiness of our sailors, their wives and families. With the proposed system we can force on to fulfil our ever present motto:

A HAPPY WORKER IS AN
EFFICIENT WORKER.

—M.W.F.

APPENDIX "A"

COMPARISON OF HALF-YEARLY COST

OLD SYSTEM

Assessment Forms in triplicate, plus the number wasted in completing, cost of mailing, etc.	\$ 10,000
Time spent in completing forms, dealing with statements of grievance, etc., man-hours at assorted costs	77,000
Machines (monthly rental x 6)	12,000
Machine-room staff	6,000
Psychologists, statisticians, statistical clerks, typists, etc.	35,000
Office machines and paper (Headquarters level)	1,000
Social workers, psychiatrists, psychologists, padres	40,000
Man-hours lost through psychosomatic illness at assorted costs	40,000
Drugs (tranquilizers, headache tablets, stomach powders, etc.)	5,000
Total	\$226,000

NEW SYSTEM

Afternoon party with prizes, hot dogs, etc.	10,000
Baby sitters	28,000
Transport to ball	10,000
Band	5,000
Entertainers	20,000
Beer and other beverages	35,000
Rum casks	8
Fry pans	50,000
Man-hours lost the day of the party at assorted costs	58,000
Total	\$216,008



Here is a recent portrait of Admiral Sir Charles Edward Lambe, GCB, CVO, who has succeeded Admiral of the Fleet the Earl Mountbatten of Burma as Britain's First Sea Lord and Chief of Naval Staff. Admiral Sir Charles Lambe was previously Commander-in-Chief Mediterranean, and NATO Commander-in-Chief, Allied Forces, Mediterranean. (British Official Photograph from U.K. Information Service.)

CHILDREN'S BOOK CONTEST

A prize of \$1,000 in addition to royalties is being offered for the best manuscript of a children's book by a Canadian citizen or resident in the second such competition sponsored by Little, Brown & Company (Canada) Limited, of Toronto, and the parent company in Boston.

Entries may be written for boys or girls of any age group and may be

fiction or non-fiction. The competition will close on January 31, 1961, the award will be announced the following June and the winning book published simultaneously in the U.S. and Canada in June 1962.

Naval authors, who have in mind a rousing sea story (suitable for juveniles) can obtain further particulars from Little, Brown Canadian Children's Book Award, 25 Hollinger Road, Toronto 16, Ont.

HOW INERTIAL NAVIGATION WORKS

HOW DID the *Nautilus* and the *Skate* find their way to the North Pole and out to the open sea again last year? Steaming under the Arctic ice pack, the nuclear submarines were denied the usual star or sun sights; they were without accurate knowledge of ocean currents or depths; there were no radio beacons to aid them, and they were navigating in a part of the world where magnetic and even gyro compasses are notoriously unreliable.

Everyone who has sailed through East Coast fog banks in the days before radar and loran became general is familiar with the problems which had to be solved before the undersea Arctic journey could be undertaken with confidence. The ship, even in those primitive days of 17 or 18 years ago, had the advantage of being able to obtain, with luck, a WT fix and of charts liberally dotted with soundings.

Dead reckoning was the navigational method used to determine the ship's position in fog or other murky conditions. A careful record was kept of the ship's speed and changes in course, allowance was made for wind drift and the chart was consulted for any currents which might affect the ship's speed or direction over the ground. The pilot then entered a DR position on the chart—and the captain was likely to order the OOW to reduce to convoy speed and keep an eye on the nearest freighter's fog buoy.

The *Nautilus* and *Skate* did not rely on these old-fashioned methods. Instead they used "inertial navigation", by which the dead reckoning was done mechanically. They found their way through uncharted depths by applying the old principle that any object, once set in motion, tends to resist outside interference with its speed or direction.

A simplified explanation of "inertial guidance" and "inertial navigation" appeared in the week-end magazine section of the June 6 *Navy Times*, published in Washington, D.C. Here is how the *Navy Times* explains it:

HOW WOULD YOU like to put into your automobile a system of inertial navigation?

It's easy. Just fill a bucket about half full of water and set it on the floor. It will faithfully react to your every change of speed and course. If you change too fast, the fact will be recorded in half a bucketful of water on the floor; but that would make a log entry, of sorts.

As you start to build up speed, the water will pile up in the back of the bucket. It is as though the water wants to stay where it is and the car tends to run out from under it.

The name inertia is given to the force that makes the water want to stay as it is. The faster your car speed builds up, the higher that inertia-force will make the water rise in the back of the bucket.

When you quit building up speed, and level off at a cruising speed, the water levels off in the bucket. Now, if you cut your speed, the water tries to keep on going at the old faster speed. It piles up in front of your bucket.

Turn right, and the water wants to keep going in the old direction. It shows this tendency by piling up on the left-hand side of the bucket.

If you kept a time record of these changes in water level at different points on the sides of the bucket, and could measure them accurately, you would have a log of every change in direction and speed. From it you could dead-reckon your position at any time.

Any weight in your car that is at all free to move—you, for instance—could be used to write the same record. Suppose, for example, that there was an electrical contact in the seat springs to measure precisely how hard your body pressed against it.

An instrument that uses the behaviour of a weight in this way to measure changes in speed of a vehicle is called an accelerometer. It doesn't measure speed, mind you, but acceleration and deceleration—how fast the speed is building up or cutting down. But acceleration and speed are close cousins, and any reasonably bright computing machine can convert speed changes into distance travelled. The

mathematical process is called integration.

If inertial navigation is so simple, why was it so long in coming?

While the theory of it is simple, the mechanics is exceedingly difficult. The process depends on delicate and accurate measuring. And gravity (force that acts on a weight just as inertia does) complicates the job.

Suppose, for example, that the weight in your accelerometer is a pendulum. It hangs from the roof of your car. It lags, or appears to swing back, to record a build up of speed forward. But start down a steep hill and the thing goes haywire. Even though you were building speed forward, gravity would pull the pendulum forward to record falsely, a slow-down in your log.

To keep gravity from fooling our home-made accelerometer on every grade, we would hang our pendulum from a board that was mounted with gimbals so that it would swivel freely and always hold level. However the accelerometer is designed—and there are probably many kinds differing in detail but not in principle—it must be mounted on a free-swivelling platform. The engineers make these platforms marvelously stable by means of gyroscopes.

A gyro, once it is spinning, puts up a fight to stay as-is. Try to push one out of line and you can feel it resist. Three gyros on a free-swivelling platform will keep it steady in all three dimensions.

Once you have platform, accelerometer, clock and computer all working properly, the assemblage give you your dead-reckoned position up to the moment on the moment. You don't depend on stars, radio signals or any other outside thing.

You can even leave the navigation officer at home. For from this mechanical dead-reckoning it is only a step to a device which will, if the vehicle gets off course, turn it back on course. This may bring the day when a long-range missile will correct as it goes along, like a sort of self-aiming bullet.

And there is no way that an enemy could jam or fool the mechanism with false signals. It is not open to outside influence.

While the progress made toward inertial navigation is shrouded in secrecy, we know there has been a lot of that progress. It has found the way for submarines under the ice to the North Pole and out again.—*Navy Times*.





The Sunset Ceremony in Ottawa (O-12045)

The Royal Tour

FROM THE MOMENT the west-bound Royal plane passed an imaginary line in mid-Atlantic and came under the protection of Canadian warships to the last farewell at the naval air station, Shearwater, and the return flight, the Royal Canadian Navy carried out an elaborate program of operational and ceremonial commitments during the Royal Tour of Canada by Her Majesty the Queen and His Royal Highness the Prince Philip.

And the honour which the Royal Canadian Navy paid to Her Majesty was graciously acknowledged by the Queen and returned in full measure in thoughtful and kindly messages.

The Royal Tour had one main purpose—the opening of the St. Lawrence Seaway into the heart of North America by Her Majesty and the President of the United States, Dwight D. Eisenhower—and, by logical necessity, that event involved the naval forces of the United Kingdom, the U.S. and Canada.

Directly concerned in the Royal Tour program were 25 warships of the Atlantic Command and 12 of the Pacific Command. The first and last duties fell to the ships maintaining guard along the Royal Plane's journeys to and from Canada over the Atlantic. In between, over a seven-week period, Canadian warships escorted the Royal Yacht, took part in an international fleet review on Lake St. Louis following the official opening of the St. Lawrence Seaway by Her Majesty,

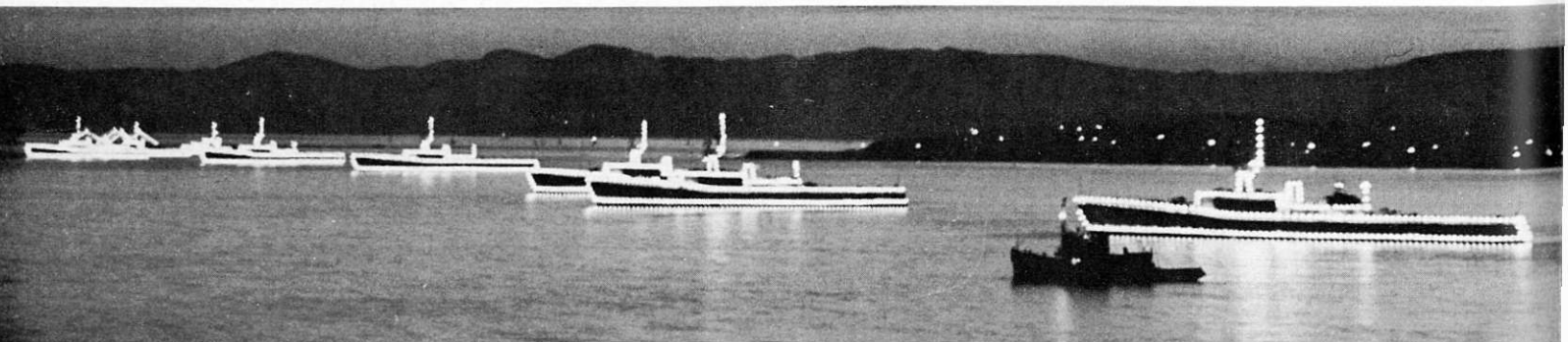
cruised the Great Lakes, carried and escorted the Royal Visitors from Vancouver to Nanaimo, illuminated ships and presented a fireworks display off Beacon Hill Park, Victoria, and, back at the East Coast, formed a mile-long avenue of ships along which Her Majesty and His Royal Highness proceeded to their point of departure—HMCS *Shearwater*.

Ashore, the Royal Canadian Navy gladly undertook an elaborate program of ceremonial, highlighted by the Sunset Ceremony in Ottawa, the parading of the Queen's Colour in Victoria and the acceptance of a new Queen's Colour at Halifax.

Royal Canadian Navy personnel served on the Queen's personal staff and in Her Majesty's Yacht *Britannia*, performing duties both exacting and unprecedented.

If everything the Royal Canadian Navy did on behalf of the Royal Tour were to be told in *The Crow's Nest*, if the thousands of officers and men, who did so much to assure the success of the visit, were to receive the credit they deserve, several issues of the magazine would be required.

We have chosen rather, to present the Royal Tour, as it affected the Navy, in pictorial form, in the hope that these pictures of persons, places and ships will evoke happy memories of an occasion when the Royal Canadian Navy was signally honoured by a gracious sovereign.



Illuminated ships off Beacon Hill park (E-51138)

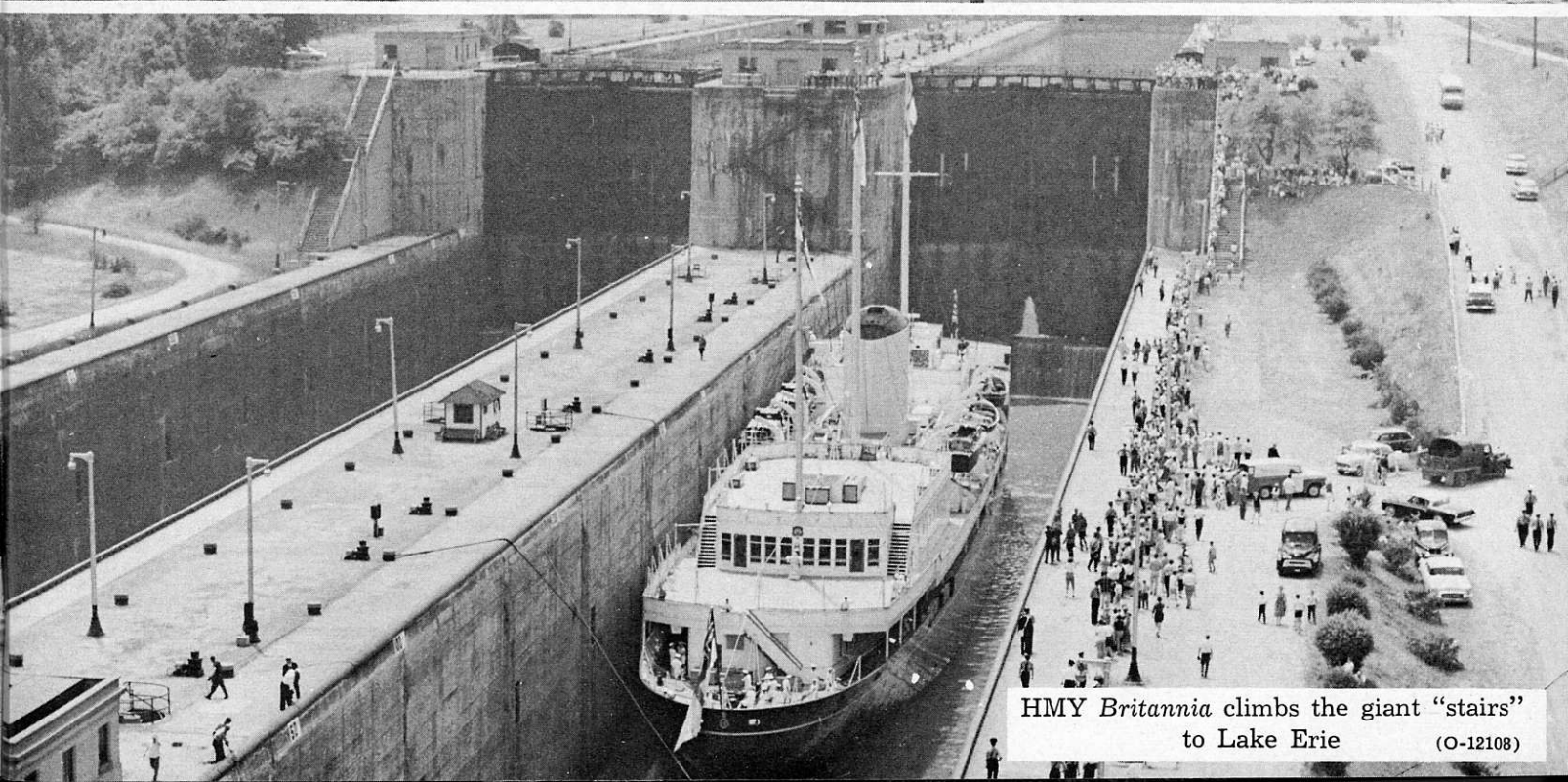
HMCS *Gatineau* senior escort to HMY *Britannia*
in the lock at Iroquois, Ontario (O-12102)



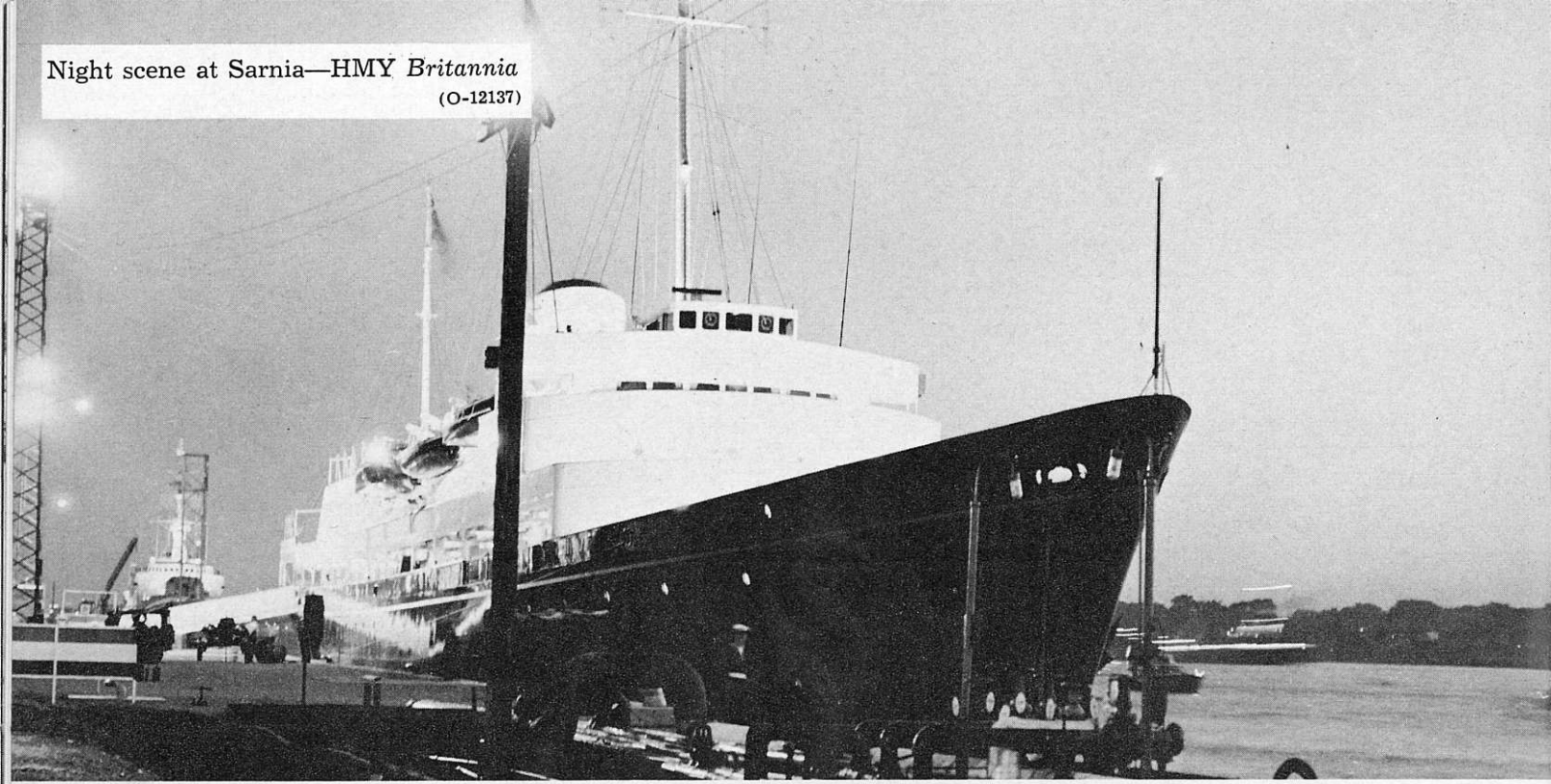
HMCS *Kootenay* in a quiet stretch
of the Welland Canal (O-12107)



HMY *Britannia* climbs the giant "stairs"
to Lake Erie (O-12108)



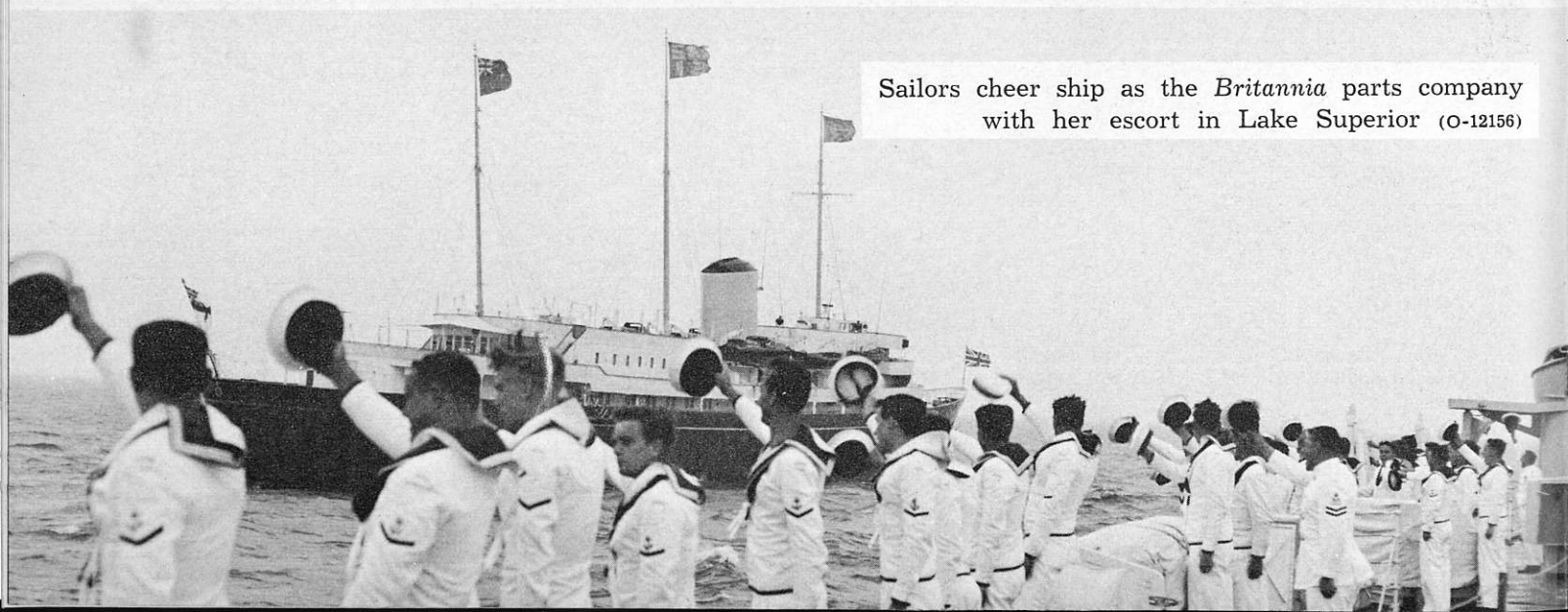
Night scene at Sarnia—HMY *Britannia*
(O-12137)



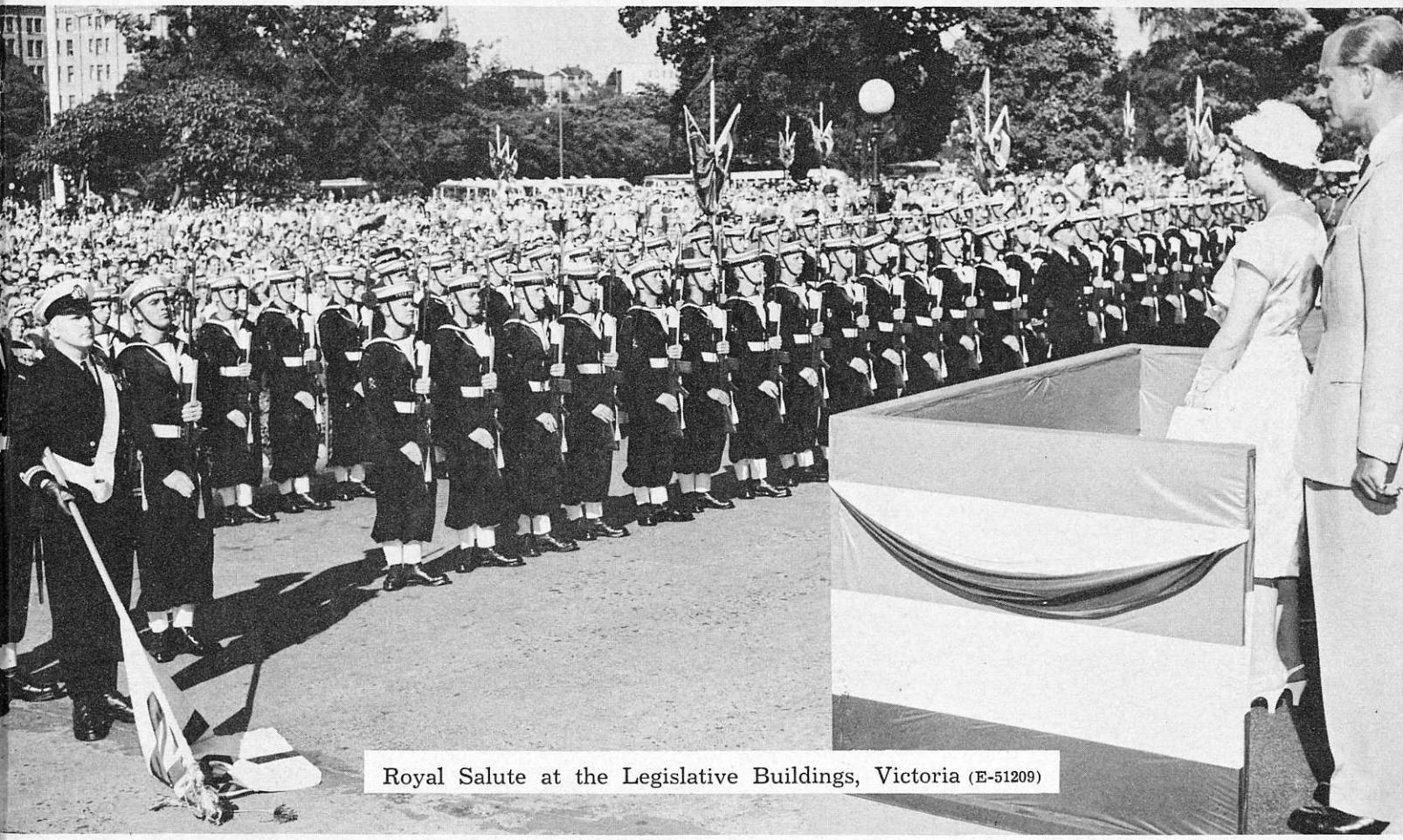
Vast crowds greet Her Majesty in Chicago (O-12150)



Sailors cheer ship as the *Britannia* parts company
with her escort in Lake Superior (O-12156)

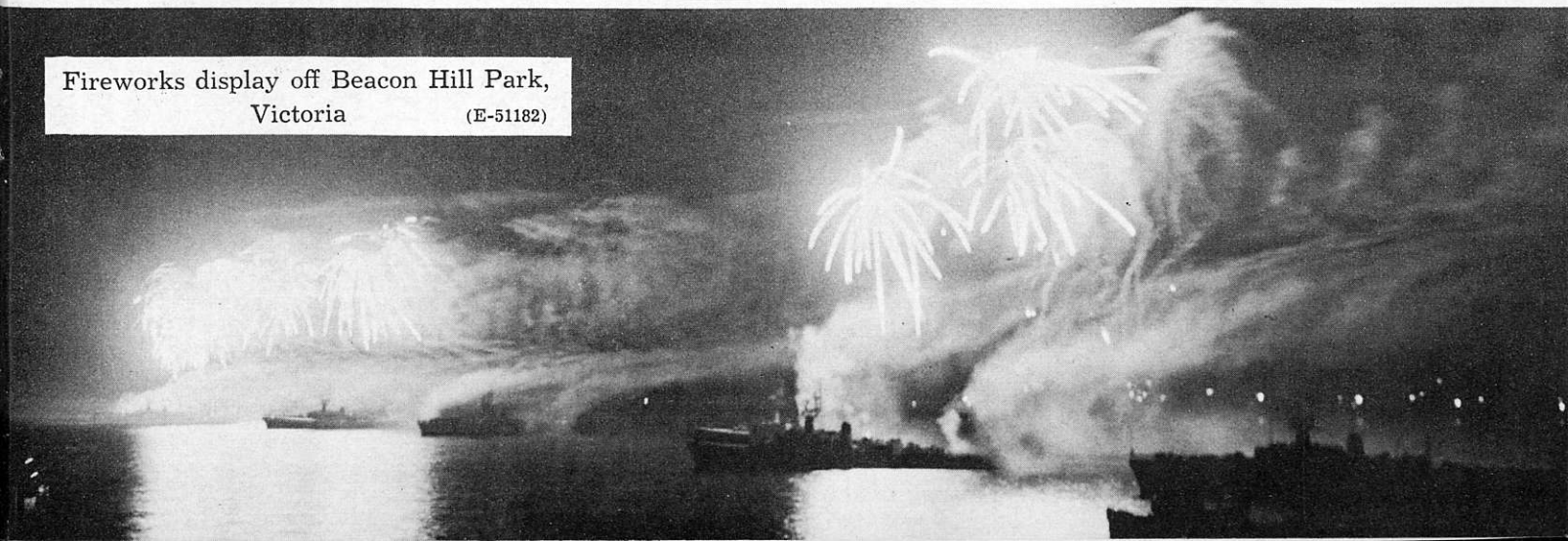


HMCS *Assiniboine* with the Royal Standard
at her masthead (E-51123)



Royal Salute at the Legislative Buildings, Victoria (E-51209)

Fireworks display off Beacon Hill Park,
Victoria (E-51182)



The old Colour is marched off
at Halifax (HS-594231)



... and a bouquet is presented
(HS-58419)



The Blessing of the Queen's Colour (HS-58430)

AFLOAT AND ASHORE

PACIFIC COMMAND

Second Canadian Escort Squadron

The Second Canadian Escort Squadron, consisting of the *Assiniboine*, *Fraser*, *Skeena*, *Margaree*, *Saguenay*, and *St. Laurent*, visited the State of Oregon and the City of Portland to participate in the State's Centennial and the Rose Festival. The six ships under the command of Captain J. C. Pratt, left Esquimalt on June 8, arriving off Astoria and the mouth of the Columbia River at 7 o'clock the following morning.

Each ship was boarded by two or three civilians to act as liaison hosts for the duration of the visit. During the voyage up the historic Columbia and Willamette Rivers they gave the crews information on the activities planned, passes and tickets to the various events, and generally helped pave the way for what was to be an outstanding visit.

On arrival at 1400 the ships secured to the seawall near to the mast of the gallant *USS Oregon*—a battleship long scrapped—which all Oregonians held in the highest esteem.

Calls on the Mayor and the British consul were made by Captain Pratt on behalf of all commanding officers and His Worship Mayor Schrunk returned the call.

The first evening the Canadians entertained by the Merrykhana Fun Parade, which consisted mainly of colourful floats, bands of all descriptions, exhibits and clowns. The *Naden* band under the baton of Bandmaster W. J. Gordon, travelled with the ships, and their participation in this and succeeding parades was greatly appreciated by the crowds.

On Wednesday, June 10, the first of many United Navy ships arrived—Mine Division 71, composed of five minesweepers, arrived first. The band paraded in the Gateway District in the forenoon, and in the evening took part in the Queen selection and coronation ceremony at the Multnomah Stadium.

Thursday morning found the band giving a concert to 88 crippled children at the Shrine Solarium. The well-balanced musical program brought forth much laughter and gaiety from the children, 14 of whom were from British Columbia.

On that afternoon ten men from the *Assiniboine* led by Lt.-Cdr. R. L.



Competitors for the Wrong-Way Corrigan trophy are these officers and men from the minesweeper *Miramichi*. They started out for California and ended up in Alaska. Pictured on the Hollywood set of a television series, "The Alaskans", are: Lt.-Cdr. D. W. Atkinson; AB R. Anderson, PO H. S. Gatensby, Lt. J. B. Valiquette, Ldg. Sea. L. Westman, AB N. J. Garden, actor Roger Moore, AB R. F. Curell, CPO A. Gold, PO J. Spencer and AB G. O. Roy. The visit to the Warner Brothers studios took place when the Second Canadian Minesweeping Squadron went to California waters on exercises.

Hughes, played a game of "Beer Barrel Polo" against members of the Portland fire department. This game was learned the hard way the previous year by the crew of the *Crescent* in Ocean Falls, B.C. Basically it consists of two teams, armed with fire hoses, who endeavour to jet a beer barrel over the opponent's goal line. Not unnaturally the teams get thoroughly soaked, as do the referees.

This year the *Assiniboine* won by a score of 3-2 and a trophy in the form of an old time fireman's hat was presented by the firemen. At this time, also the *Skeena* gave a group of children from an orphanage a party, and in turn the children entertained by singing several well known songs.

At 1600 a special welcoming ceremony for United States and Canadian ships was held at the seawall. The remainder of the United States Navy ships had arrived, consisting of two cruisers, three destroyers, a submarine, a tanker and

a stores ship. Captain Pratt made calls on the Commander First Fleet, Vice-Admiral V. A. Libby, USN, and Commander Cruiser Division Three, Rear-Admiral V. L. Lawrence, USN.

At 1700 a reception was held at the Multnomah Club by the Portland Navy League for all visiting U.S. and Canadian officers. A dance, sponsored by the Navy Mothers' Club for all enlisted men was given that evening and was thoroughly enjoyed.

On Friday the RCN Band took part in the Junior Rose Festival Parade, drawing the plaudits of the onlookers. This parade was most impressive, featuring the children of the City and State in multicoloured floats, marching units and specialty acts.

The Navy League sponsored a dinner for all USN and Canadian commanding officers and senior staff officers on Friday night, the highlight of the evening being the "knighting" of Captain Pratt in the order of the Royal Rosarians.

This gala affair was graced with the presence of the Rose Queen and Her Princesses.

Saturday morning featured the main Rose Festival Parade which took two and a half hours to pass a given point and took place on a route 87 blocks long. A 120-man guard, the band from *Naden*, together with a colour escort, were landed by the Royal Canadian Navy and drew a great hand of applause from the crowd. The guard was even described by the local TV as the "RCN precision drill team", a statement which drew many a grin from those in the know.

On Saturday evening a reception for the citizens of Portland was given in the *Assiniboine* by the officers of the squadron. It was proven at this reception that nearly 400 persons can be accommodated on the quarterdeck. A USO dance was held for all ranks.

On Sunday morning 400 men marched from the ships to the First Trinity Episcopal Church and the Central Cathedral. At 1600 on Sunday an official flag raising ceremony was held at the battleship *Oregon's* mast. The largest flag ever to be flown was raised and dedicated.

As an indication of the interest shown by the citizens of Portland, a total of 34,600 persons visited the squadron during afternoon visiting hours.

The United States Navy calls Portland a good liberty port. The Canadians think it superb.

Second Canadian Minesweeping Squadron

Officers and men of the Second Canadian Minesweeping Squadron returned to Esquimalt in early June heavily laden with souvenirs and healthy tans after nearly two months in the California sunshine.

This year's visit marked the fourth year that West Coast minesweepers have exercises with mine and amphibious forces of the U.S. Pacific Fleet, and Long Beach, California has almost become a second home to HMC Ships *Fortune*, *Miramichi*, *Cowichan* and *James Bay* and their 200 officers and men.

The cruise lasted 42 days, of which 28 were spent alongside in the U.S. Naval Station Long Beach.

The operational aspect of the visit began when CANMINRON TWO working with Ocean and inshore minesweepers of the USN's mine squadrons 9 and 7, commenced a five-day exercise off Oceanside, California. The exercise, which involved sweeping from dawn until sunset, was added to in complex-

ity by dense fog which beset the area for as much as six hours during the mornings.

With the thanks of a task well done the four Canadian sweepers left the operational control of Commander Mine Force Pacific and commenced a period of self-maintenance, alongside in Long Beach. This lasted from May 1 to 24 with the exception of a three-day trip to San Diego, where the four ships ran the Ballast Point degaussing range.

The extended period in Long Beach afforded ample opportunity for the ships' companies to visit many of the world famous places associated with the vast Los Angeles area. TV fans saw several of their favourite shows being produced, of which possibly the Bob Hope show was the highlight. Eighty-five officers and men attended this show by special arrangements with Hope Enterprises. Baseball enthusiasts were provided with free admission to Los Angeles Dodgers home games. A squadron baseball league saw the *Fortune's* ship's company emerge victorious. Tours of movie studios in Hollywood and Burbank, along with an interesting trip to the Ford Company plant at Pico Rivera, rounded out the entertainment schedule.

National Armed Forces week was held while the squadron was in Long Beach and each of the Canadian Minesweepers was open to visitors on the week-end.

The second operational phase of the visit began when the four Canadian Minesweepers left Long Beach to begin sweeping for PHIBLEX 17/59. Sweeping began at first light on D-2 and continued until H-6. During this exercise CANCOMINRON TWO (Lt.-Cdr. D. M. Waters) also had four USN minesweeping boats under his command. The exercise was of considerably greater interest because the Canadian sweepers were given a definite area of their own to clear and to work out their own plans. A full sense of accomplishment came from the success of the amphibious forces landing on Green Beach on D-Day with no mine casualties.

Various new concepts in war were viewed with interest by the Canadian forces; these included mass helicopter movements of troops and equipment, and simulated atomic weapon explosions. Needless to say the numerous types of vessels seen also proved educational. Once D-Day had passed check sweeping of the area was carried out daily until the four ships returned to Long Beach.

ATLANTIC COMMAND

Leadership School

Summer began in the Leadership School with two Petty Officer Courses, 100 and 101, running concurrently. Interclass competition was keen in all activities and, with both classes consisting of recently promoted apprentices



Former Chief of the Naval Staff, Vice-Admiral H. T. W. Grant, last spring visited on board the destroyer escort *Skeena* at Esquimalt. Admiral Grant, who was accompanied by members of his family, is shown chatting with Cdr. W. M. Kidd, commanding officer of the *Skeena*. (E-49525)

and more experienced petty officers in almost equal numbers, it was often difficult to declare a winner.

In sports, 100 Course won the basketball tournament, while 101 was victorious at swimming. However, neither was proficient enough to beat the UNTD cadets in track and field.

The courses also competed in formal debates where, once again, the final decision was a draw.

In the field, results were again very close. In the field scheme, 100 Course was to attack a bridge defended by 101 Course, take their objective and return with vital information. Results were inconclusive and the scheme was declared a draw. Both courses made good time running the assault course, with the best time being recorded by No. 1 Section, 100 Course, led by PO W. G. Shields. This section broke the course record, with a creditable 31 minutes running time, including penalties.

The period saw the commencement of the summer reserve training schedule with the arrival of 28 UNTD cadets from *Stadacona*. These young men, representing divisions from Memorial University in Newfoundland to Victoria College in British Columbia, were completing divisional and communication courses as required by their first year syllabus and later spent five weeks in *Cornwallis*. They were followed by approximately 210 other first year cadets through the summer.

Shannon Park

Since its opening, Shannon Park has had many organized groups, many of which have long since disbanded. However, due to the loyalty and perseverance of some members of the Park, past and present, six organizations still maintain their good influence over the children.

With the co-operation of the school and churches, the Explorers, CGIT, Brownies, Guides, Cubs and Scouts carry out their meetings throughout the week. Each night at least one group of children can be seen in their various uniforms, having fun, learning and working. For, in order to earn the many awards available to them, they must work hard.

Shannon Park has the rare distinction of having four of her Scouts achieve the coveted Queen's Scout Award, the ceremony taking place in the Government House, Halifax.

As well as their regular activities, the groups have had many interesting social events. These included church parades, hikes, parties and wiener roasts.

The organizations are self supporting (with a little help from the parents).



CPO Walter Burke, left, and CPO Thomas Burry, centre, learn about the Terrier guided missile and launcher from PO Hugh Anderson, during a five-day course in HMC Gunnery School, Halifax. Twice-monthly guided missile courses began in January for officers and senior men of all branches in the Atlantic Command of the Royal Canadian Navy. A general knowledge of missile theory, existing and proposed types in naval arsenals is thus given to stimulate thinking about new methods in naval warfare. (HS-56287)



Here are representatives of Shannon Park's youth organizations. From left to right are: Nancy Hodgkins, Explorer; Robert Torrance, Scout; Peggy McCoy, CGIT; Pius Nearing, vice-principal of Shannon School; Ann Louise McCarthy, Guide; Brian Bailey, Cub; and Mary Nearing, Brownie. (HS-58192)

The members earn their funds by collecting bottles, coat hangers, etc., by holding pantry sales, washing cars and windows, and baby-sitting, to name a few activities.

At the close of the season, 350 girls and boys proudly escorted their parents to mother-daughter, and father-son

banquets. And parents, who probably often had been convinced their children were anti-etiquette, found to their satisfaction that their training had sunk in. Parents and leaders alike have reason to be proud of their charges. The Park looks forward to another busy year, beginning in September.

The Army's Navy

-- The Story of the Royal Canadian Army Service Corps Ships --

Throughout the history of the Canadian and British Armies, the Army Service Corps has developed and emerged as the accepted transport organization. This organization has progressed from transport on pack-horse and mule to horse and wagon and on to modern motor transport. There are no limits to the methods of transport the corps may use.

In these times when thought is being given to new methods of warfare, and when every effort is being made to unify the activities of all armed services, it is natural to speculate on the future activities of the RCASC.

In the future, transport may well be looked upon as a function equally applicable to operations on land, sea or in the air. It might follow that the RCASC would be the nucleus of a transport organization for all our armed services in the future.

The RCASC has already undertaken study and training in the operation of light fixed-wing aircraft and helicopters in anticipation of the transport role of the corps in future Army operations. In support of the conviction that the RCASC can as readily assume a transport role in the air as it has done on land, the successful activities of the RCASC in the realm of the sea are cited for study. Such activities are dealt with in the history of the water transport, RCASC, which follows.—Author

IT IS A PARADOX of our history that Canada's greatest seaport has been, traditionally, an Army garrison town. From the arrival of Lord Cornwallis two centuries ago, Halifax and the Army have watched and contributed to each other's growth until it has become impossible to tell the story of one without reference to the other.

So it was that, with the building of a fortress atop Citadel Hill, the curious relationship between soldiers and the sea began. In those days, eight-oared whalers, 26 feet long, maintained the only real contact between Halifax and the outlying forts of the area. This was the beginning of Army water transport in Canada, an agency that was to sur-

¹The author was commissioned in the RCASC in 1952 and has served at the Corps School, the Canadian Joint Air Training Centre at Rivers, Man., and in Eastern Command.

By

Lt. S. L. Roman

Royal Canadian Army Service Corps¹

vive two world wars and the lean intervening years, that was to grow to a fleet of 14 vessels and a strength of 125 all ranks.

When steam replaced oars, the SS *Lily* took over water transport duties in Halifax harbour, moving personnel, rations, ammunition and other stores and equipment to George's and McNab's Islands and to the batteries on the coast. With the arrival of the *Lily*, target towing became an added responsibility. Throughout this period, water transport was administered by the War Office for the Imperial Army. Crews were formed of devoted and long-suffering civilians.²

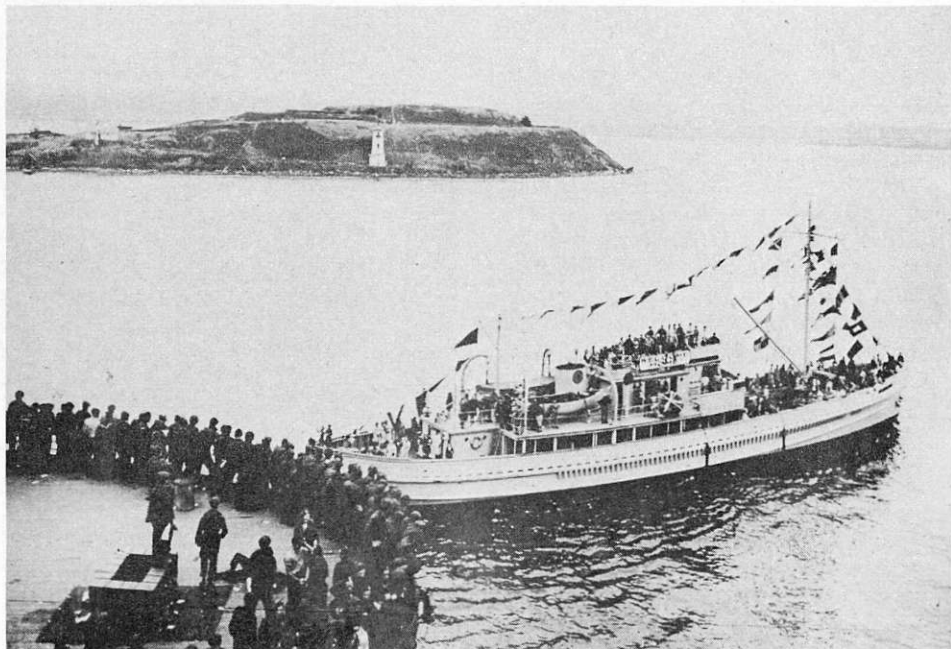
In 1904-05, the War Office relinquished control of water transport and the Canadian government purchased two ships for delivery at Halifax. One was the SS *Alfreda*, built in Hull, Eng-

²One man was known to have served 42 years, and in 1919 the master of the SS *Alfreda* retired after 35 years in water transport. He was wished god-speed and given a gratuity of \$900.

land, for water transport. The other, the SS *Armstrong*, was sent over for the Engineers but was taken over by the Canadian Army Service Corps. The Water Transport Section of the Army Service Corps was born.

The *Alfreda* and *Armstrong* performed the normal duties of carrying supplies and personnel and towing targets in the harbour and off the coast during the first three decades of the present century. Occasionally, more varied chores befell their lot. In July 1928 the *Alfreda* tried in vain to prevent HMS *Dauntless* from running aground on Thrumcap shoals at the mouth of Halifax harbour. In spite of the pleas of SQMS W. L. MacLeod³, master of the *Alfreda*, the captain of the *Dauntless* proceeded on his course,

³MacLeod knew whereof he spoke. Already master of the *Alfreda* for nearly ten years, he had joined Water Transport after a wartime tour of duty aboard a naval minesweeper. Previously, he had sailed on coal boats from Sydney, Nova Scotia, to St. John's, Newfoundland; on the Pictou-Magdalen Islands run; on a passenger line from Boston to Halifax to Charlottetown; and on a cable ship. He remained with *Alfreda* until 1942 when he was placed in charge of Water Transport. He was awarded the MBE and retired from the Army with the rank of captain at the end of the Second World War.



The Royal Canadian Army Service Corps motor vessel, General Drury, dressed overall and with a band on her monkey's island greets home-coming Canadian soldiers at the end of the Second World War. George Island, which lies in the middle of Halifax Harbour, is in the background. (CN-3981)

inevitably running his ship onto the shoals. Tow lines were attached to the *Alfreda* in an effort to pull the *Dauntless* free but to no avail. Nearly six months later, the British warship was salvaged by Halifax Shipyards at a cost to the British Government of nearly \$6 million.

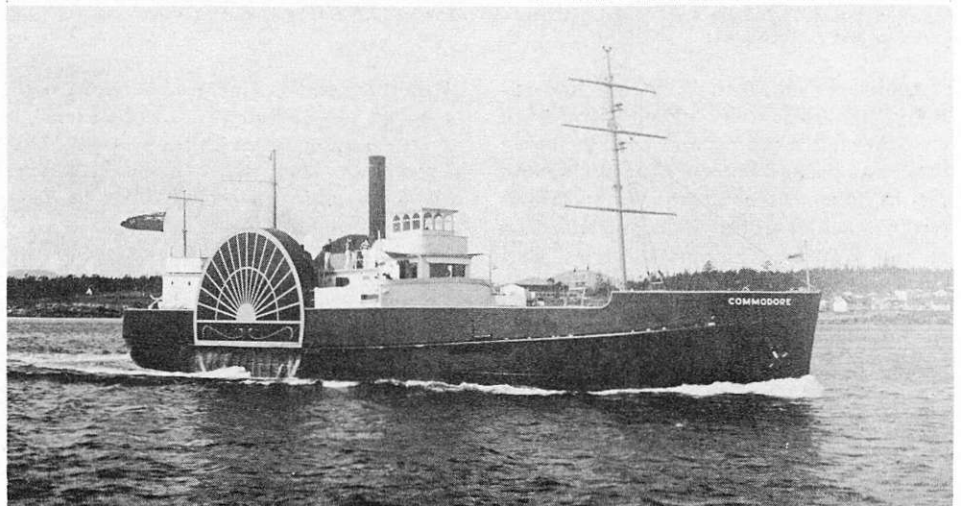
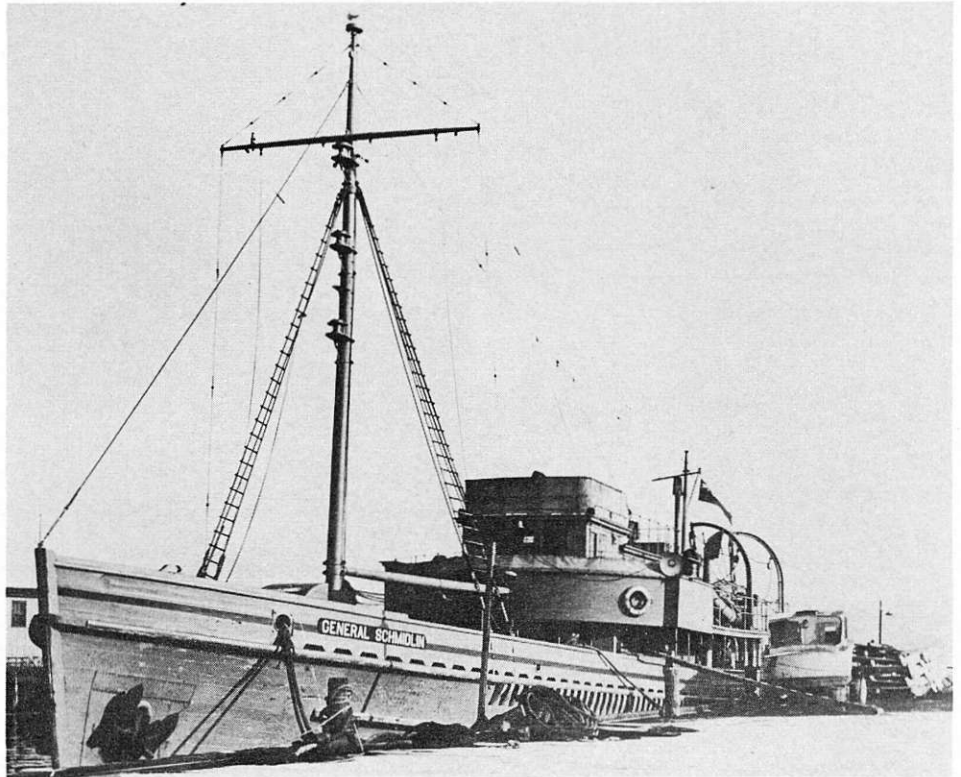
During the 1932 period of retrenchment, *SS Armstrong* was laid up and eventually sold, although her crew was kept on. From that time the *Alfreda* performed the Water Transport duties alone.

Apart from her normal tasks the *Alfreda* also participated in the annual September battle practices held jointly by the Navy and Army. These lasted for a week, day and night until as late as one o'clock in the morning. In 1932, the *Alfreda* took part in a sham battle at River John, Pictou County, Nova Scotia. Her part was to transport troops for a landing. Also on hand were a Royal Navy cruiser, HMC Ships *Saguenay*, *Skeena* and four other Canadian vessels. The *Alfreda* towed targets for the Navy as well as the Artillery but in over 40 years the most serious accidents that ever occurred to her were mild pepperings with shrapnel and several narrow escapes from direct shell fire.⁴

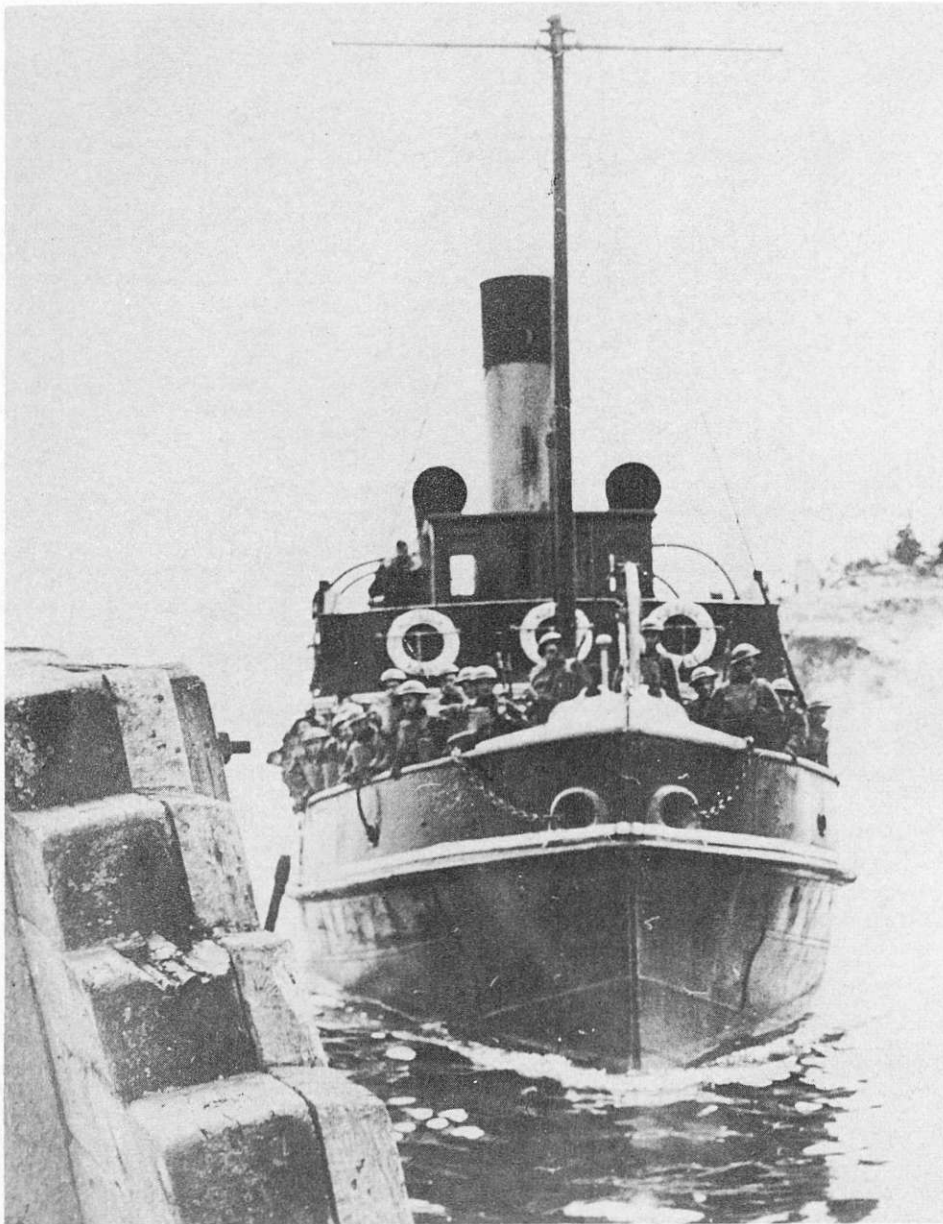
For 13 or 14 years after its being taken over by the Canadian Government, Water Transport was staffed with crews wearing civilian clothes. These men would sign on for periods of six to twelve months, re-engaging or otherwise when their time was up. In 1918, all ranks were enlisted in the Canadian Expeditionary Force and commenced the wearing of the blue drab uniforms. Two years later, on the reconstitution of the Permanent Force, they were issued with blue uniforms similar to Navy dress. They continued to wear these until the Second World War, when Army battle-dress became their uniform. In 1920, too, military ranks were allotted and pay was increased to a level commensurate with prevailing rates on harbour craft of the day. Until 1942, the lowest rank on the Water Transport establishment was sergeant.

These soldiers were better versed in marlin spikes, port and starboard, swabbing decks, winds and tides, and fore and aft than in parade squares, advancing in review order and left quick march. During the "Thirties", however,

⁴ Her crews fared even better. On two occasions, crew members returning to the *Alfreda* after a night "on the town" lost their footing on King's Wharf and splashed into a soberingly cold harbour. In each case they were quickly revived.



The caterpillar-into-butterfly story of a little wooden Canadian ship is told in these pictures. First she was the MV General Schmidlin, in the service of the Royal Canadian Army Service Corps during the Second World War; then she became HMCS Cedarwood, on oceanographic duties off the West Coast; finally she had a brief, glamorous career as the SS Commodore, playing the role of a gold-rush ship as part of B.C.'s centennial celebrations last year. (CN-3979; E-16708; E-44729)



The Royal Canadian Army Service Corps' SS *Alfreda* arriving at Duncan's Cove with a mock invasion party. (CN-3941)

appearances had to be kept up. Accordingly, parades were called for seven o'clock each morning and instruction in drill was barked out on a parade square for an hour. After lunch, Water Transport personnel sloped arms and marched to the Halifax Armouries where they were exercised in rifle drill.

With the beginning of the Second World War, Water Transport expanded almost overnight into a crack fleet of 14 vessels and 125 officers and men. New craft were added as quickly as they could be procured. To assist *Alfreda* in emergencies, small boats were hired along the water-front until new ones could be built or bought.

Ferry and freight service to the islands and to Fort Sandwich, York

Redoubt and other defences were stepped up. Water Transport detachments sprang up in Sydney, Saint John, Shelburns and St. John's. Besides carrying the staples of life and war, they transported personnel to and from the outposts, delivered mail and concert parties, movies and sick and injured at all hours. They salvaged cargoes of ships damaged by enemy actions of the entrance to "an eastern Canadian port". They maintained a strenuous target-towing schedule. Sometimes, their longer voyages (to New Brunswick, Newfoundland, and the Gaspé and Labrador Coasts) were made with the assistance of naval convoy guns, for apart from small arms, Water Transport vessels carried no protection against enemy submarines.

Names such as *General Burstall*, *Brigadier Keating* and *Colonel MacDonald* were given these ships. The MV *General Drury* was a 374-ton troop and supply ship built in Yarmouth for the Army⁵, with a complement of 21, modern in every respect and, like the others, carrying the latest wireless equipment. The MB RCASC 25 was a small high-speed target-towing vessel. The men in charge of many of the ships had their master's papers. The crews were made up of Army recruits with experience on the sea.

In the fall of 1944, Water Transport ships were called upon to assist an ally. They salvaged more than \$2 million worth of food and equipment from the United States Naval vessel *Martin Van Buren*. The Liberty ship had been torpedoed off Halifax and, in her damaged condition, had gone aground on the reefs in the vicinity of Sambro. The work of salvage took months to complete and was done without cost to the American government. In recognition of this fact, the United States Army presented the RCASC with the Transportation Corps Emblem in February 1945. A week later, the RCASC returned the compliment by making a similar presentation to the United States Army.

Water Transport ships maintained their versatility until the end of the war. In 1946, among other duties, they "drowned" 5,000 depth charges.

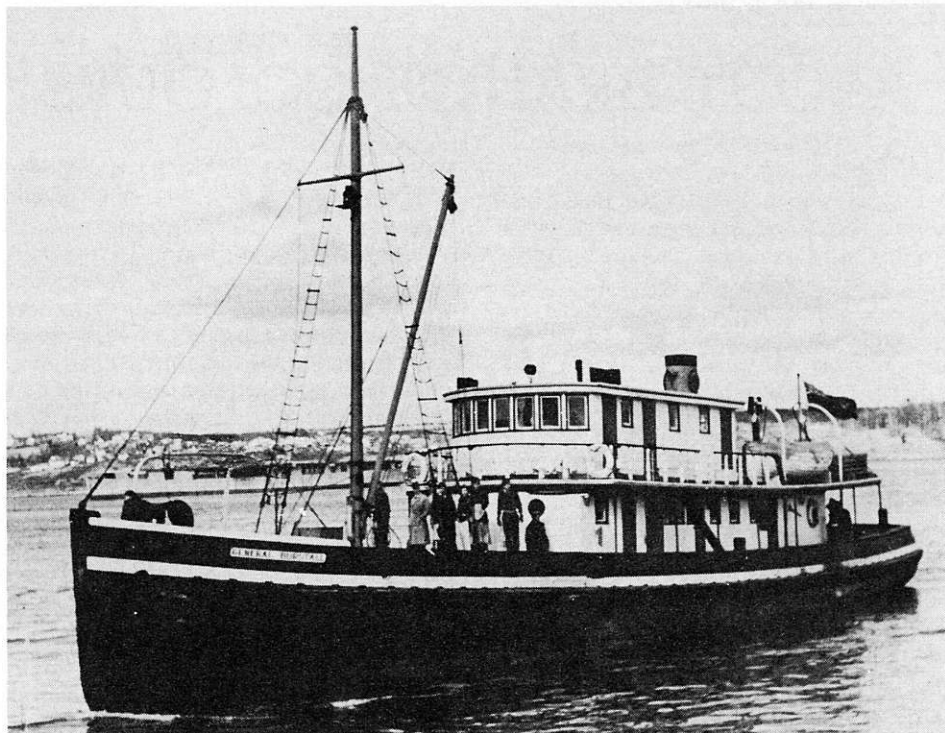
The war years were busy years in Halifax harbour, and the Water Transport had no small share in the feverish activity. Guns, vehicles and cranes, ammunition, rations, petrol and general stores, patients, prisoners, staff officers, paymasters, signals and engineer maintenance and repair men—all these and others made demands on the RSASC fleet. Frequently in the evenings, coltish young officers stationed at McNab's Island were bent on gay sorties into Halifax and would ring up for a boat. When the warrant officer on duty asked for the caller's commanding officer to come to the telephone to confirm the urgency of such a trip, the matter was promptly dropped.

⁵ Her sister was built in Lunenburg for civilian use and christened the *Kenny*. She made one run to the West Indies and was chased back by a U-boat, arriving in Halifax with burned-out engines. She was bought by the Army, renamed *General Schmidlin* and used by "W" Force out of St. John's, Newfoundland. After the war she became HMCS *Cedarwood* and surveyed as an oceanographic vessel on the West Coast.

Sometimes, such economy appeared to backfire. One day, the officer in charge of Water Transport was called before the District Supplies and Transport officer and asked to explain why so little work was being done with the fleet. The DS&O pointed out that from the reduced gasoline consumption, it was obvious that the boats were not as busy as they had been. Bristling with indignation, the OIC Water Transport replied, "The gasoline is being used only on duty trips these days, sir, and if the truth were known, we're busier than ever!"

To keep its reputation untarnished, Water Transport had to learn to cut official corners where necessary. No less a personage than the District Officer Commanding appeared on the King's Wharf office one morning to ask how on earth so much of the fleet was kept continually seaworthy. With a combination of sheepishness and pride, the officer in charge explained that when something went wrong with one of the boats, he immediately prevailed on his Navy friends and had repairs started without delay. Only then was the paper work initiated to obtain headquarters approval—a process requiring several weeks' patient waiting. By this time, the job would be done.

With the end of the war, the hand-writing began to appear on the wall. In reply to dark suggestions made in Ottawa, long letters were written in



MV General Burstall, employed as a salvage vessel and duty boat, is shown approaching King's Wharf, Halifax. Her Blue Ensign has crossed white swords, indicating that she is attached to the RCASC Water Transport. A "MAC" ship (merchant aircraft carrier) in the background shows that the picture was taken during the later stages of the Second World War. (CN-3977)

Halifax pointing out the absolute necessity of maintaining RCASC Water Transport. The crews who manned these ships were a happy lot with a zeal and spirit unsurpassed in the Army.

They could not understand why Water Transport—not only the means of a living but their reason for existence—should be disbanded.

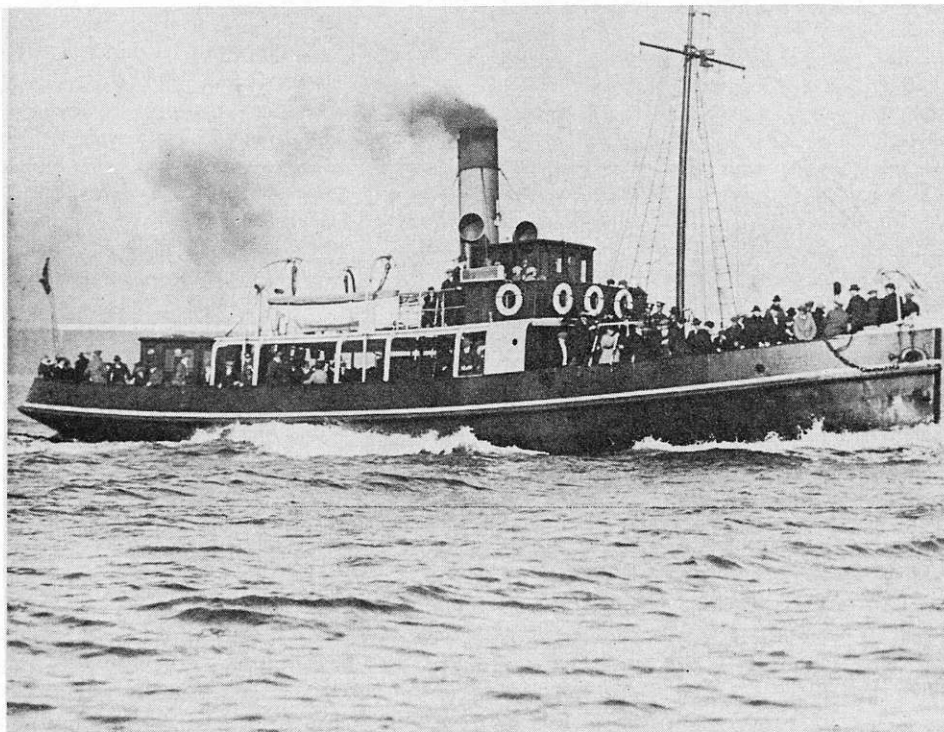
Gradually, inevitably, the fleet was broken up and sold. SS *Alfreda* became a tourist cruise ship on the Saguenay River in Quebec. MV *General Page* remained in Halifax harbour as a pilot boat. Other vessels became fishing, freight and survey craft.

During the last week of March 1948, the final duty trip to McNab's Island was made. By the end of the month, the file was closed.

The officers and men went their separate ways. Some remained in uniform. Several, of course, stayed with the sea. Others scattered to a variety of inland points and dry-land jobs. None knew whether the story had come to an end or was merely, for a time, suspended. All of them cherished memories of those wonderful, adventuresome years.

The days of Water Transport are among the brightest in the history of the Royal Canadian Army Service Corps.

(Reprinted from the Canadian Army Journal by kind permission of the editor)



One of the first members of the RCASC Water Transport's fleet, SS *Alfreda* is pictured with her decks crowded with spectators of the International Schooner Race of 1921. She served the Army for about 40 years and became a Saguenay River cruise ship after the Second World War. (CN-3976)

ABOUT BRANCH COLOURS

Dear Sir,

In your March 1959 issue I have read with great appreciation the article "The Passing of Distinction Colours." With all respect I think the Royal Canadian Navy is much to be congratulated on withstanding the new arrangement for so long, for the abolition of the distinctive coloured cloth is considered by many to be really nothing but a retrograde measure. In the Merchant Service the colours have been retained, and are most useful for passengers and others to be able to recognize at once members of the purser's staff, and engineer officers, for instance, as well as the doctor of course.

With regard to the original allocation of the different colours, surely the *white* was chosen for the paymasters because they were mostly dealing with paper and paper-work. Instructors had *blue* because of the *ink!* When I was a naval cadet the dark blue for ordnance officers had not been introduced for the simple reason that there was no such person as an ordnance officer; for instructors the cloth was simply "blue" and no shade was specified. On a new uniform it was darkish blue, but when the coat was older the cloth became rather faded, giving rise in my youthful

mind to the idea that some of the officers were Oxford men and others Cambridge!

Presumably the green stripe was allotted to the Special branch simply because it was the only colour left, and it is quite wrong to suggest that it had any allusion to the amount of ignorance, or innocence, or inexperience of the officers concerned.

Since the abolition of distinctions in the Royal Navy, I always picture the ship a few days after commissioning, when the captain tells his messenger that he wishes to see the Commander. The boy (though it is offensive now to call him that—I mean the junior sea-

man rating) does know just sufficient that a commander has three stripes, and that officers are probably to be found in the wardroom about dinner (lunch) time. In he goes and finds no fewer than four or five commanders, and how is the lad to know which is "the" commander? Later in the commission, no doubt, he will recognize the engineer commander as always slightly perspiring, the paymaster commander by his pallid appearance from constantly poring over ledgers, and electrical commander by his hair standing on end from customary electrical disturbances. In any case it is all very difficult.

Yours Sincerely

H. P. MEAD

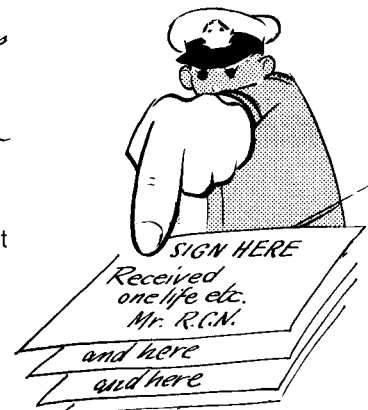
(A "Seaman" Commander, how grand!)

6 Liskeard Gardens,
London, SE3,
England.

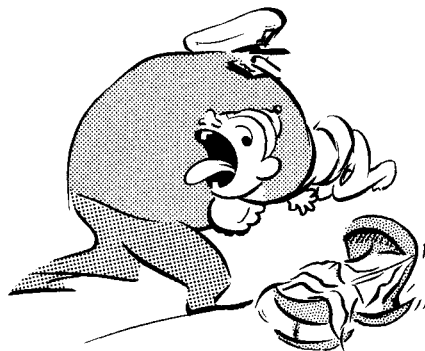
THE RECRUITING OFFICER AS SEEN . . .



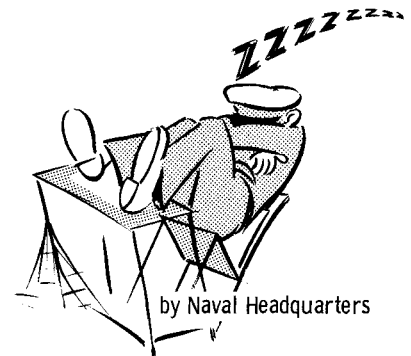
... by the eager recruit



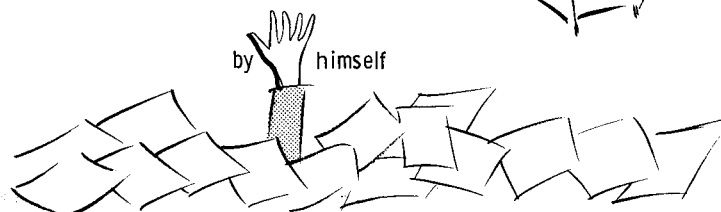
by the casual enquirer



by mothers and fathers



by Naval Headquarters



by himself

MP Praises Guard and Band

When members of the *Cornwallis* guard and band, who had been taking part in ceremonies attendant on the Royal Visit to Ottawa, visited the House of Commons on July 3, their presence was pointed out by Marcel Lambert, Member of Parliament for Edmonton West, while the House, in committee of supply, was discussing the defence estimates. Mr. Lambert said:

"While I am on the subject of our military personnel, Mr. Chairman, if I may be permitted the indulgence of the committee I should like to draw attention to the presence in the gallery of a relatively large number of men of Her Majesty's Royal Canadian Navy. There are 138 officers, chief petty officers and men of Her Majesty's Canadian Ship *Cornwallis* who performed on the lawns in front of the Parliament buildings on Dominion Day. These officers and men are from a training establishment; they are in the main relatively new to the service, and represent all provinces of Canada. I would certainly congratulate them on the very fine performance on Wednesday evening."

LESSONS FROM THE ANDREA DORIA

EVERY seafaring man of our generation must have been shocked and puzzled in July 1956 as he tried to fathom from the various news sources how it was possible for the new luxury liner *Andrea Doria* and the equally modern *Stockholm* to collide in the greatest sea tragedy of post-war years.

Now for the first time the details of this collision are available in book form in Alvin Moscow's 320-page book, "Collision Course" (Putnam, N.Y.).

Mr. Moscow has done a very creditable job of reconstructing the events of that unhappy night of July 25, 1956, in the calm, foggy waters, south of Nantucket. A veteran of the USN and a top-flight waterfront reporter for *Associated Press*, the author attended every session of the four months of hearings investigating the accident, which produced 6,000 pages of testimony.

What he extracts from this ocean of words makes excellent reading for seamen and landsmen alike. And it will stir in most seafarers a fresh realization of the risk and responsibilities of their profession, and, perhaps, a silent admission that there, but for the grace of God, might stand each of us.

Mr. Moscow shrewdly avoids naming any culprits in his story of those unfortunate seamen whose actions cost 55 lives and nearly \$40 millions in the loss of one liner and damage to another.

Certainly he leaves very little to criticize about the watch-keeping habits of the Swedish third officer, Carstens, who was alone on the *Stockholm's* bridge with a helmsman when the collision occurred. The Swedish liner, outward bound from New York that hot July evening, had been doing 18 knots under a hazy moon. About 11 o'clock, after several visits to the radio direction finder in the chart-room and repeated checks on the steering compass, Carstens noticed a radar blip of the *Andrea Doria* almost dead ahead at twelve miles. He plotted this and two more fixes as the ships approached each other at more than 40 knots; once at 089 degrees ten miles, and again at 087 degrees six miles.

Carstens' plot told him the two ships would pass rather close, but this was not uncommon in shipping lanes. He was not in fog. And he had been trained to take no avoiding action until he could see the other ship's range lights. So he kept a careful lookout and did nothing. He finally saw the

Italian liner's lights where he expected them, and noted the radar range was 1.8 or 1.9 miles. Just then the telephone from the masthead lookout rang, to report the same lights. Carstens, to answer the phone, had to face aft. And during those fateful seconds *Andrea Doria* appears to have swung towards him to cross his bows. When he next looked ahead, collision was inevitable.

BOOKS for the SAILOR

Unlike the Swedish vessel's lonely bridge, the *Andrea Doria's* spacious bridge had been well populated with officers, for the liner had been racing through fog for hours. Captain Calumai himself had been there, as was his habit, ever since the fog came down hours before. His staff captain was there, and there were two watch-keeping officers. The modern Raytheon radar scope showed three ships within 20 miles.

The Italian officers were not in the habit of plotting radar contacts, although a manœuvring board was available in the chartroom drawer. They depended on a "rule of thumb": if the bearing of ships ahead did not remain steady, they would pass clear. The fallacy of this "rule" became sadly apparent during the hearings when the captain plotted for a silent courtroom his three radar contacts of the approaching Swedish liner: four degrees to starboard at seventeen miles, 15 degrees to starboard at five miles, and 22½ degrees to starboard at 1.1 miles. Although the bearings were changing, these plotted blips pointed like a threatening spear at the *Andrea Doria*.

It is easy to be wise after such an event. Countless seamen have made worse mistakes and escaped. But marine inquiries, when they happen, drag out unhappy skeletons from the best ship's cupboards. And the *Andrea Doria* was no exception.

Like many a seafaring veteran, Captain Calumai had begun—and finished—his training many years before such things as radar.

"Do you know how to use this kind of plotting sheet?" he was asked by the Swedish Line's attorney.

"I am not very familiar because this is one work I let the officers do," answered the Captain.

When he had managed to plot the bearings, the captain was asked if it did not suggest a collision course. After a long silence he said in a low voice, "I can see it now from the manœuvring board."

There were more painful questions and negative answers. Did he know his full turning circle Stopping distance? What fluid ballast was required to maintain his ship's stability after a long voyage? Why did he permit the pumping out of fuel tanks beneath the damage, since this could only aggravate the unstable condition of his dangerously top-heavy ship? Did he not agree that the right action would have been to flood every available deep space to correct the list?

The recorded evidence of the hearings makes it painfully clear that the finest product of Italian shipbuilding had been entrusted to seamen who had not adequately mastered the technicalities of their changing profession. It also paints a tragic picture of an honoured, senior officer who had been misled and trapped by the doctrine of delegating duties to his juniors to a dangerous degree.

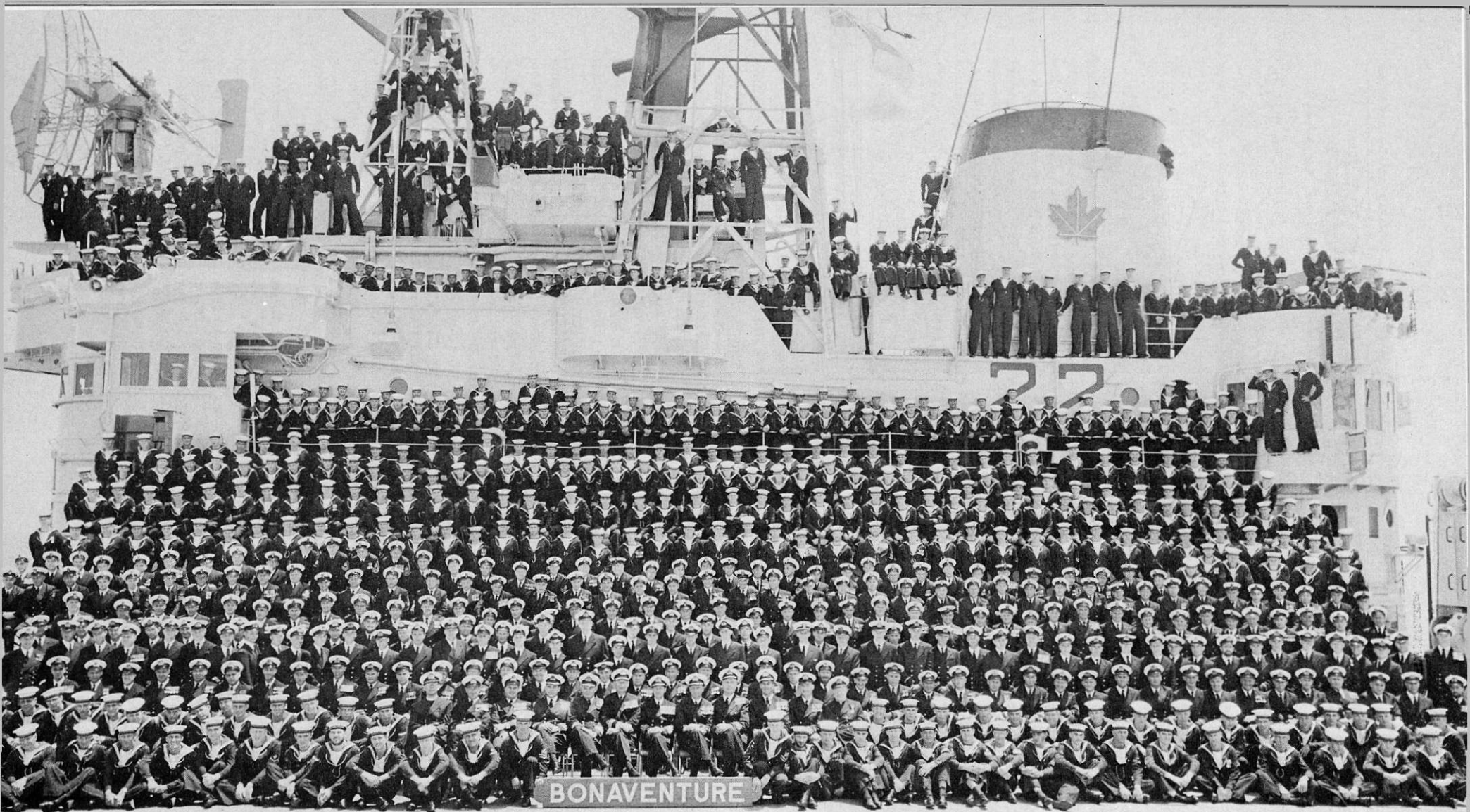
"I loved these—now I hate it," says the principal victim of the inquiry when the ordeal ends.

Mr. Moscow suggests in his closing chapter that another International Conference is badly needed to clarify safety measures.

He suggests that there may be a case for cancelling the 1890 speed restriction in fog for ships fitted with radar, observing that commercial liners have ignored Rule Sixteen for years. If cancelled, he suggests a passing distance of at least five miles in fog. Lifeboats and drills need more attention, as do the needs for better stability and compartmentation, he says.

Landsmen should find "Collision Course" almost as dramatic as the saga of the *Titanic*. But seamen should read into it sobering personal scrutiny of their own habits and characters, and a chilling reminder of the hidden menace of the sea, even on a pleasant summer evenings when the moon shines palely upon their gently swaying decks.—

K.E.G.



FAMILY PORTRAIT—It may not be possible to pick out the faces of friends in this picture of the ship's company of HMCS Bonaventure, but those who were there will be able to say: "Look! That's me—twenty-first from the left in the thirteenth row back." The photograph was taken while the aircraft carrier was at anchor in Bermuda on May 31. (BN-2897)

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.

AMIRAULT, Robert D.LSCR1
 ARSENAULT, Raymond J.LSVS2
 ASTIKA, Henry V.P1RT4
 AYLESWORTH, William H.LSAW2

BAKER, Harold W.PIAO3
 BANNISTER, Michael A.LSCK2
 BATES, Alan W.P1RT4
 BEACH, Kenneth C.LSCV1
 BEAN, Albert D.P1NS3
 BEARE, William J.LSSW2
 BEAUPRE, Guy R.P2RT3
 BEAUREGARD, John P.LSSW2
 BECK, William J.LSRP1
 BELANGER, Ronald E.LSAF2
 BELWAY, Russell D.LSAW2
 BITTLE, George E.LSEF2
 BLACK, Frederick A.LSSW1
 BOND, James T.LSAW2
 BORDEN, Donald E.LSAF2
 BOUGHTON, Donald R.LSLR2
 BOURGEOIS, Albert J.LSAW2
 BOYLAN, Ross B.LSCR1
 BOYLE, Ralph C.LSAA1
 BREEN, Reynold J.PIEM4
 BREMNER, Reginald D.LSCK2
 BROMLEY, Raymond E.C2VS3
 BROWN, Arthur S.LSRP1
 BROWN, Norman G.LSAP2
 BROWN, Ronald W.LSAF2
 BRUHN, Rolf H.LSAP2
 BURKE, Raymond M.PIPW3

CALDER, Gary R.LSBA2
 CAMPBELL, Albert L.P2MA2
 CAMPBELL, Alexander L.LSCS2
 CAMPBELL, Carl C.LSSW2
 CAMPBELL, David A.LSSW2
 CAMPBELL, William H.LSBA2
 CAUDLE, Ronald H.LSAR1
 CHAMBERLIN, Peter R.LSVS2
 CHAPMAN, Barry G.LSCR1
 CHARD, Jack T.P1PW3
 CHIASSON, Patrice P.LSEF2
 CHOATE, Donald B.LSAW2
 CHOBATER, Edward J.LSCR1
 CHURCHES, Radcliffe E.LSAP2
 CLAVEAU, Victorien A.LSEF2
 CLELLAND, John R.LSNS2
 CLOUTIER, Rene J.P2PW2
 COLLACUTT, Glenn H.LSAF2
 CRESSMAN, Robert B.LSAP2

DAY, Lionel A.LSAW2
 DECKER, Murray G.P2OM3
 DELPH, Ronald K.LSPW1
 DEMERS, Joseph V.LSAR2
 DERASP, Lucien J.LSSW1
 DESSUREAULT, Claude J.LSNS1
 DEYOUNG, Leo C.LSVS1
 DICKS, Harold J.LSNS1
 DICKSON, Edward N.LSAP2
 DICKSON, John S.LSRC2
 DIXON, David J.LSVS2
 DOLMAN, Harold E.P2PW2
 DOUCET, Joseph G.LSNS1



Able Seamen William J. Beck and Joseph E. Allain, plot aircraft movements on the air display in the operations room of HMCS St. Croix. She will be one of 19 Canadian warships involved in the Royal Visit. (HS-56969)

DOUPE, Ernest J.LSCR1
 DUBAY, Emery R.LSVS2
 DUSSEAULT, Remi J.LSSW1

EDMONDSON, Stewart G.PIEG4
 EGERTON, Alfred W.P1RT4
 ELLINGSON, Clarence W.LSMA2
 ERICKSON, Eric E.LSCK2
 ETHERINGTON, Jack E.P1RT4

FASCIANA, FrankLSCK2
 FEENER, James S.LSTD1
 FODEN, Allen J.LSMA2
 FOSTER, James A.P2EF3
 FRASER, George C.LSRT2
 FREEMAN, Byron I.LSRT2

GAGNON, Maurice J.P1AW3
 GALLANT, Alban J.P2BD3
 GEALE, Kittie M.WP2MX3
 GERBER, Richard F.P2RT3
 GLESSING, Lorne K.P1PC3
 GOODIN, John F.LSAW1
 GOOSSEN, GeorgeP1ED4
 GOWING, Walter J.LSBD2
 GRANT, Sterling L.C2MA4
 GRAY, Mervin V.P2NS2
 GREEN, Gerald L.LSRT2
 GREEN, James E.P1RT4
 GREEN, John D.C2AW3
 GRUNDY, Gordon R.LSAF2
 GUMMESEN, Donald L.LSMA2

HAMEL, Marcel J.LSNS2
 HAMILTON, Robert A.P2PW2
 HARDING, David A.LSAF2
 HARDY, EdmondP2CR2
 HARRIS, Ephraim R.P2MA2
 HARRIS, Ross C.LSSW2
 HAY, John E.LSEA2

HEATH, Robin E.LSVS2
 HELPS, Elgin G.LSAF1
 HEWENS, Allan C.LSNS2
 HICKEY, Beverley K.LSEM1
 HINDS, James A.P2EF3
 HOGUE, Ernest G.LSVS2
 HOVEY, Glendon J.P2SW2
 HOWLETT, Russell, R.P1NS3
 HUNTER, Edgar M.LSRT2
 HUNTER, Hector R.P2AO3

ISRAEL, Henry O.P2SW2
 ISRAEL, Russell J.LSCS2

JACKSON, John R.P2VS2
 JAKUBOWSKI, Norbert M.LSCR1
 JAMES, Melville W.P2RT3
 JEWERS, Charles E.LSCK2
 JONES, Douglas S.LSEF2
 JONES, Leo W.LSCK2
 JORDAN, Donaldson T.P1RT4

KAISER, Ivan G.C2NS3
 KAMERMANS, William E.LSEF2
 KENNEDY, Norman R.C2SW4
 KILBY, John O.P2PW3
 KNAPMAN, Norman W.P1ED4
 KOEN, James W.P1PW3
 KOVAR, Vernon A.LSNS2
 KROTZ, Kenneth G.P2NS3

LALONDE, Benedict D.P1VS3
 LAMBERT, Andre J.LSSW2
 LAMONTAGNE, Gilbert M.P2QR2
 LAVIOLETTE, Paul J.LSAW2
 LAWRENCE, Albert J.LSNS2
 LEEMING, Richard D.P1PW3
 LEPAGE, Donald J.LSBD2
 LINDSTROM, Lennard A.LSRP1
 LIPPERT, James L.LSPW2

LOCHERER, John P.P2BD3
 LOW, Robert M.LSCV1

MacKENZIE, James D.LSRP1
 MacLEAN, Kenneth O.P1OM4
 MacLEAN, Ronald W.P2CS3
 MacLEOD, Ivor E.LSCK2
 MacPHEE, James R.P2LA2
 MACKIE, Harvey W.P2OM3
 MAIRS, Robert B.LSSW2
 MANAK, Miles J.P2PW2
 MANSON, Robert B.LSCR1
 MARKLE, Allan E.LSAR1
 MARTIN, Denis J.P2CR2
 MARTIN, Joseph B.LSSV2
 MARTIN, RobertLSCR1
 MARTIN, William R.LSAF2
 MASKELL, Harry H.LSTD2
 MASON, HowardP1NS3
 McCLANAGHAN, Burton F.LSQM1
 McCLUNG, William R.LSAR1
 McCONAGHY, Lester M.LSEM1
 McGARTY, Albert J.LSCR1
 McKAY, JamesLSTD1
 McLEAN, Donald C.LSAF1
 McNEE, Wallace K.LSNS2
 McNULTY, John R.LSMA1
 MEIKLE, Robert J.LSCS2
 MELDRUM, David J.LSAR2
 MELVILLE, Robert M.LSAR2
 MERRETT, Bertie C.LSCK2
 MILLER, BenjaminC2VS3
 MITCHELL, Arthur K.C2WR4
 MORRAN, Edward A.LSTD2
 MOSHER, Albert C.LSNS2
 MOWAT, Roger W.LSTD1
 MURPHY, Harold J.LSMA2
 MURRAY, William T.P1LA3
 MUZZERALL, Joseph L.LSQM1

NICHOLSON, Douglas C.P2RA3

OAKE, FrankLSCK2
 ORMAN, Lloyd E.P2VS2
 O'SULLIVAN, Elizabeth A.WLSS2

PALMER, Robert E.P1TM3
 PARADIS, Maurice J.LSCK2
 PARK, John W.LSCR1
 PARKER, James W.LSLR2
 PATTENDEN, Gerard P.LSEF2
 PATTENDEN, John P.PIEF4
 PATTIMORE, David M.LSAP2
 PENTECOST, Brian R.LSMA1
 PERKINS, WalterLSBD2
 PETERSEN, Carl J.C1ST4
 PICHETTE, Georges J.LSCR1
 PIERCY, Albert R.LSCV1
 POWELL, Albert E.P2RT3
 PRATT, Robert A.LSNS1
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RANSETH, John O.LSAF1
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 ROISUM, Frederick E.LSAP2
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RYAN, Arthur C.LSAW1

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 SAUNDERS, David E.C2AW3
 SAWATSKY, Duane E.LSAP2
 SHAXON, Ronald R.LSQM1
 SCHULTZ, Elvin A.LSSE1
 SCOTT, Morley A.P1AW3
 SHAW, Kenneth E.LSAR1
 SHEPPARD, Rodger M.LSBA2
 SHERWOOD, Graham H.P1AW3
 SILCOX, Sanford J.LSNS2
 SIMPSON, Frederick L.LSAP2
 SMART, Peter A.P2EF3
 SMILEY, Lorne D.LSCV1
 SMITH, Byron J.LSAR1
 SMITH, DonaldLSAP2
 SMITH, Donald B.PIEG4
 SMITH, John D.LSCR1
 SOUCY, Clarence J.LSAM1
 STOBIE, James C.LSPW1
 STEVENS, Ronald M.P2MA3
 SUTHERLAND, Clarence W.PIEF4
 SUTHERLAND, Russell V.LSOM2
 SUTTON, William H.LSAP2

TAPPER, Roger A.P1ER4
 TAYLOR, Claude B.LSQR1
 THOMPSON, Earl H.LSRP1
 TOBIN, Bruce T.C2AW3
 TOMPKINS, Donald S.LSLR1
 TRELEAVEN, Fred T.P1VS3

TROTTER, Thomas J.P2EF3
 TUCKEY, Harry R.LSAF1
 TURCOTTE, Bruno J.P2CR2
 TUSTIN, Ralph H.LSAF1

VALLILLEE, Joseph R.P2PW2
 VANDAHL, Earl F.C2AT4
 VAUTHRIN, Ronald F.LSAP2
 VIGNEAULT, Gaston J.LSSW1
 VINCENT, Peter L.P2SW2
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YOUNG, John M.LSCV1
 YUILL, Kenneth S.LSAP2

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RETIREMENTS

CPO DOUGLAS ROY CLARKE, 42, CIG14, of Hastings, Sussex, England, joined January 5, 1935; served in *Stadacona, Saguenay*, HM Ships *Excellent, Victory II, Boadicia* and *Pembroke II, Crusader, Ottawa, Skeena, Niagra, Cornwallis, St. Clair, York, Peregrine, Niobe*, HMS *Campania, Hunter, Magnificent*; awarded Long Service and Good Conduct Medal January 5, 1950; retired July 10, 1959.

CPO FREDERICK W. EAGLE, 44, CIER4, of Rosthern, Sask., joined July 14, 1938; served in *Naden, York, Ottawa, Niagara, Avalon II, Stadacona, RNO York, Micmac, CN 278, Warrior, Ontario, Sault Ste. Marie, Ste. Therese, Porte Quebec*; awarded Canadian Forces Decoration February 5, 1951; retired July 13, 1959.

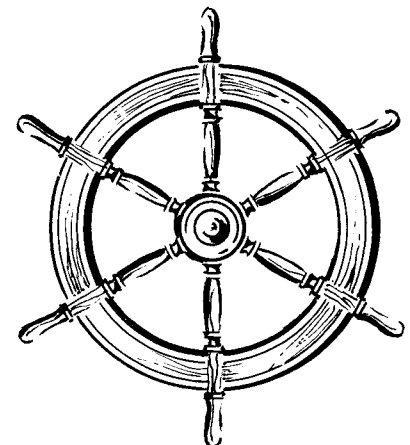
CPO ARTHUR JAMES GARDNER, 38, CIET4, of Selkirk, Manitoba, joined April 24, 1939; served in *Naden, Stadacona, Skeena, Hochelaga, Red Deer, Nootka, Magnificent, Montcalm, Assinibone*; awarded Long Service and Good Conduct Medal October 19, 1953; retired July 10, 1959.

CPO ALBERT JONES, 37, CIRT4 of Stellar-ton, N.S., joined June 8, 1938; served in *Ottawa, Stadacona, Regina, Red Deer, Skeena, Cornwallis, St. Laurent, Huntsville, Micmac, Sioux*; awarded Canadian Forces Decoration June 8, 1950; retired November 20, 1958.

CPO LOUIS M. MELANSON, 40, C2EM4, of Weymouth, N.S., joined July 31, 1939, served in *Stadacona, Saguenay, Fort William, Brandon, Avalon, Hochelaga II, Magog, Chaleur II, Peregrine, Waskesiu, Cornwallis, Portage, Scotian, Llewellyn, Diving Tender No. 4, Micmac, Haida, Iroquois, St. Stephen, La Hullose, Donnacona, Naden, Crescent*; awarded Long Service and Good Conduct Medal August 1, 1954; retired July 31, 1959.

CPO BERNARD WALTER RAWLE, 39, CIEM3, of London, England, joined July 31, 1939; served in *Stadacona, Gaspé, SS Pasteur, Captor II, Murray Stewart, Venture, Cobalt, Hamilton, Hochelaga, St. Boniface, Peregrine, Strathroy, Cornwallis, Huron, Scotian, Iroquois, Portage, New Liskeard, Haida, Naden, Crescent, Bytown, Bonaventure*; awarded Long Service and Good Conduct Medal July 31, 1954; retired July 30, 1959.

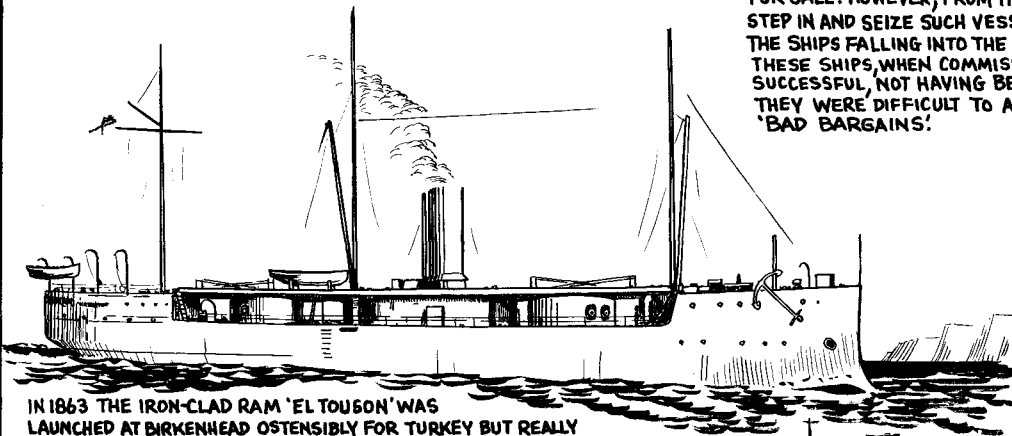
CPO WILLIAM CHARLES WHEELER, 39, C2EM 4, of Bridgetown, N.S., joined July 31, 1939; served in *Stadacona, Gaspé, Cornwallis, Minas, Avalon, St. Laurent, Peregrine, Sault Ste. Maria, Iroquois, Huron, Qu'Appelle, Haida, Nootka, La Hullose, Prestonian, Micmac, Quinte*; awarded Long Service and Good Conduct Medal July 31, 1954; retired July 30, 1959.



Naval Lore Corner

Number 74
"Bad Bargains"

BEFORE 1900 THE BRITISH ADMIRALTY ENCOURAGED PRIVATE SHIPYARDS TO BUILD WARSHIPS FOR FOREIGN POWERS. THIS KEPT THEIR HANDS IN DURING SLACK BUILDING PERIODS AND WAS BENEFICIAL TO BOTH. SOME OF THESE SHIPS WERE EVEN BUILT WITHOUT A BONA-FIDE ORDER AND WERE PUT UP FOR SALE. HOWEVER, FROM TIME TO TIME THE ADMIRALTY WAS FORCED TO STEP IN AND SEIZE SUCH VESSELS TO AVERT POLITICAL CRISES OR TO PREVENT THE SHIPS FALLING INTO THE HANDS OF A POTENTIAL ENEMY. FEW OF THESE SHIPS, WHEN COMMISSIONED INTO THE ROYAL NAVY, PROVED TO BE SUCCESSFUL, NOT HAVING BEEN BUILT TO ADMIRALTY SPECIFICATIONS. THEY WERE DIFFICULT TO ASSIMILATE INTO THE FLEET AND WERE 'BAD BARGAINS'.



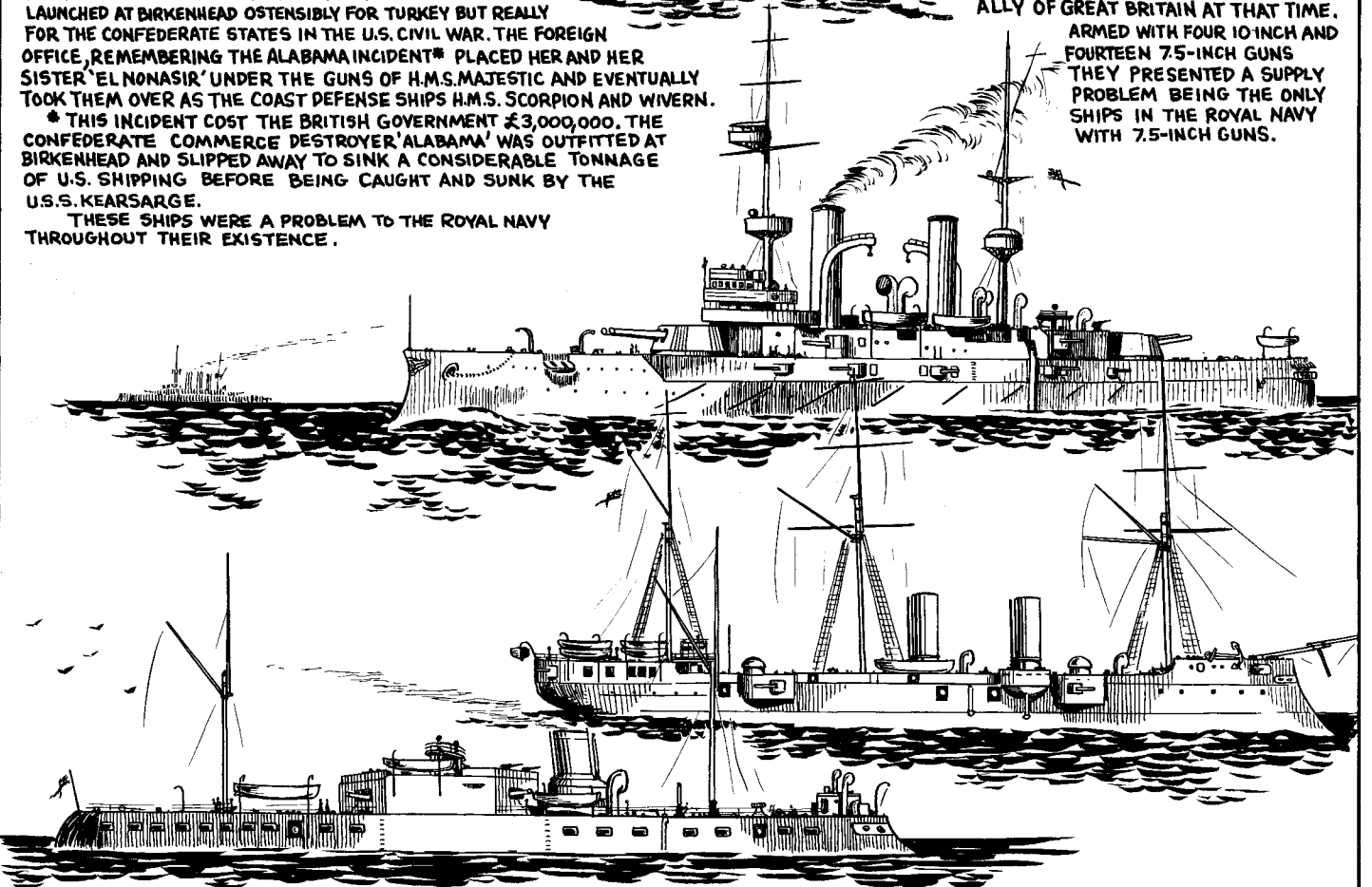
IN 1863 THE IRON-CLAD RAM 'EL TOUGON' WAS LAUNCHED AT BIRKENHEAD OSTENSIBLY FOR TURKEY BUT REALLY FOR THE CONFEDERATE STATES IN THE U.S. CIVIL WAR. THE FOREIGN OFFICE, REMEMBERING THE ALABAMA INCIDENT* PLACED HER AND HER SISTER 'EL NONASIR' UNDER THE GUNS OF H.M.S. MAJESTIC AND EVENTUALLY TOOK THEM OVER AS THE COAST DEFENSE SHIPS H.M.S. SCORPION AND WIVERN.

* THIS INCIDENT COST THE BRITISH GOVERNMENT £3,000,000. THE CONFEDERATE COMMERCE DESTROYER 'ALABAMA' WAS OUTFITTED AT BIRKENHEAD AND SLIPPED AWAY TO SINK A CONSIDERABLE TONNAGE OF U.S. SHIPPING BEFORE BEING CAUGHT AND SUNK BY THE U.S.S. KEARSARGE.

THESE SHIPS WERE A PROBLEM TO THE ROYAL NAVY THROUGHOUT THEIR EXISTENCE.

H.M. BATTLESHIPS 'TRIUMPH' AND 'SWIFTSURE', 11,800 TONS (BELOW) WERE BUILT IN 1903 FOR CHILE AS THE 'CONSTITUCION' AND 'LIBERTAD'. THE ADMIRALTY BOUGHT THEM BEFORE DELIVERY TO PREVENT CHILE SELLING THEM TO RUSSIA DURING THE RUSSO-JAPANESE WAR. JAPAN WAS AN ALLY OF GREAT BRITAIN AT THAT TIME.

ARMED WITH FOUR 10-INCH AND FOURTEEN 7.5-INCH GUNS THEY PRESENTED A SUPPLY PROBLEM BEING THE ONLY SHIPS IN THE ROYAL NAVY WITH 7.5-INCH GUNS.



DURING THE RUSSO-TURKISH WAR OF 1878, TO HELP AVOID BEING DRAWN INTO WAR WITH RUSSIA, THE BRITISH GOVERNMENT TOOK OVER TWO RAMS AND A BATTLESHIP BEING BUILT IN ENGLAND FOR TURKEY. THEY WERE NOT DELIVERED BECAUSE OF BRITISH NEUTRALITY OBLIGATIONS AND THE GOVERNMENT WAS OBLIGED TO PURCHASE THEM TO RECOMPENSE THE BUILDERS. THE RAMS, RENAMED 'BELLE ISLE' AND 'ORION' WERE DESIGNED IN CONSTANTINOPLE AND REQUIRED EXTENSIVE ALTERATIONS TO R.N. STANDARDS. OF 4,870 TONS AND ARMED WITH FOUR 12 INCH GUNS IN A CENTRAL CIDATEL, THEY WERE EXTREMELY UNSUCCESSFUL ADDITIONS TO THE FLEET.

THE BATTLESHIP 'SUPERB' (EX-TURKISH 'HAMDIEH') OF 9,710 TONS, ARMED WITH SIXTEEN 10-INCH GUNS, WAS ALSO VERY UNSTABLE AND A VERY POOR BARGAIN.

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