



Coronation Year

1953

White Twist



Coronation Year 1953

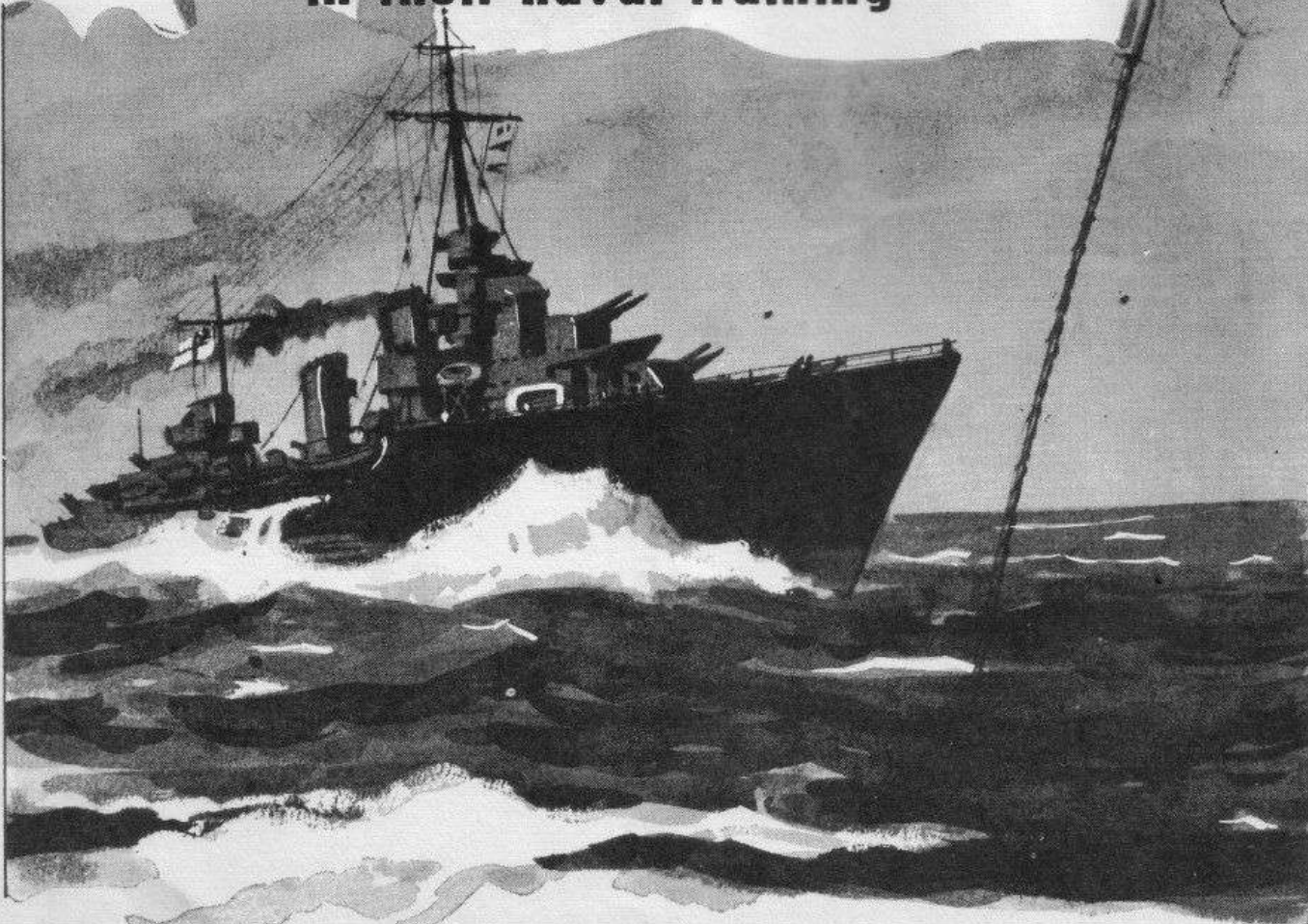


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THE WHITE TWIST

1953 *Edition*

*Published by the Cadets of the
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from the
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On Summer Training at the Reserve Training Establishments:

H.M.C.S. STADACONA, HALIFAX
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Foreword



Once more as the Summer draws to a close, we have prepared The White Twist as a permanent record of this year's Cadet activities.

The full importance of this magazine is often not realized. It acts not only as a record but as a means of presenting professional Naval Cadet training to the outsider. As such it is to be hoped that a true and fair picture has been painted. Alas, it cannot be comprehensive. To anyone whose major sphere of activity has been neglected we apologize.



For some, this will be their last Summer of Cadet Training. We wish them luck. They have become the finished product of the scheme—Naval Officers—some for the Fleet, others to provide that trained reserve invaluable in time of emergency.



For many this has been merely an introduction to Naval life. They have started on the road that in due course of time will lead them to their graduation.



May we close by hoping that this Coronation Year has been and will be a successful one for all Cadets and that the reign just started will be as great and glorious as that of the Queen's illustrious ancestress.



Significance of the Coronation



Most people realize that the most important part of the Coronation ceremony is the anointing followed by the crowning but how many know the true meaning of this ancient religious ceremony and can see it as something other than a show staged for their particular benefit.

In past reigns, kings have come to the throne with a pleasant sense of being able to do exactly as they pleased, owing nothing to their subjects and expecting much. Very different now is the monarchy which has little temporal or spiritual power and must influence the people by means of their affection for the sovereign. The old days, for all the power invested with the king, were full of insecurity. "Uneasy lies the head that wears the crown" was true, to the point of being prophetic, in many cases. The crown now, however, is more firmly fixed than it was at any other period in history and it is solely due to the latter day rulers who have changed the people from unruly bondsmen into taciturn but devoted subjects. To preserve this, each ruler must devote his or her entire life to the cause of perpetuating the monarchy and as a result their lives are a misery compared with the meanest of their subjects.

No illusions about the Divine right of kings are held by today's monarchs, only a duty to which the Queen dedicates herself when the ancient ceremony is performed.

This then, is the true significance of the Coronation, a pageant, yes, but this only serves as window dressing for a ceremony, monastic in its dedication and regal in its execution.





VICE-ADMIRAL E. R. MAINGUY, O.B.E., C.D., R.C.N.
Chief of the Naval Staff

GREAT STRIDES have been made during the past year in the build-up and training of the Armed Forces within the NATO defence organization. Canada's effective contribution has increased accordingly.

Although in Korea a "cease-fire" agreement has been signed at long last, this will not immediately reduce our commitments in this theatre.

The death of Stalin has resulted in numerous "concessions" by the new Communist regime, but it would be quite dangerous to suppose that this change in attitude has any bearing whatsoever on Soviet long term plans.

With this in mind the government has approved the gradual build-up of the Regular Force to 21,000 officers and men. As one of the major sources of supply of officers for the RCN, the UNTD training has kept pace, although the actual number of entries into the RCN from this source has been disappointingly low.

During the summer of 1952, some eight hundred and ninety UNTD cadets were trained at the Coasts. This places an extremely heavy burden on the existing training facilities and staff, as well as the Canadian taxpayer. Surely they should expect the dividend to be equally high?

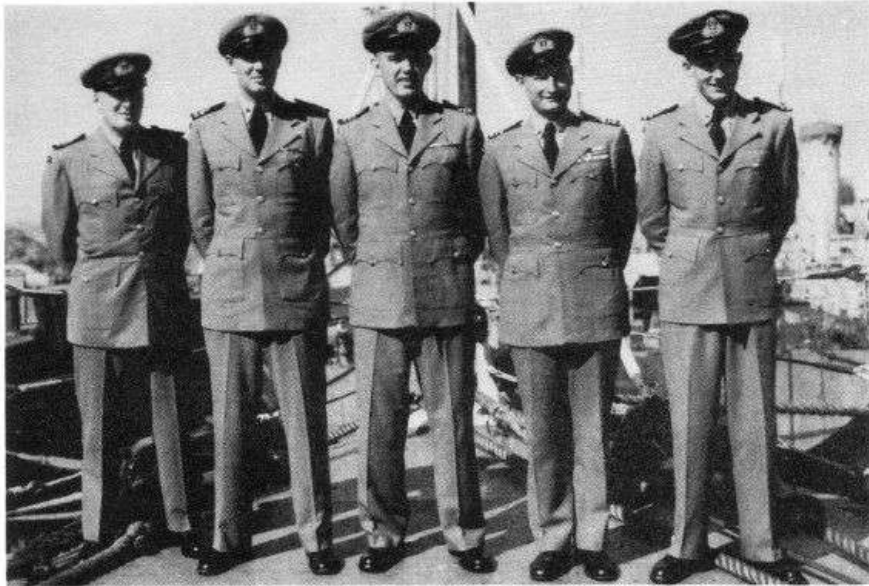
In August, 1952, the Regular Officers' Training Plan was introduced and opened to UNTD and Canservcol cadets. It is interesting to note that over one hundred have since transferred to the RCN under the terms of ROTP, and have been subsidized at College or University for the academic year 1952-53. This is encouraging.

In February of this year the Reserve Force was strengthened by the appointment of a Commanding Officer Naval Divisions, with headquarters and staff in Hamilton, Ontario. The Reserve thus have their own Senior Officer in Chief Command, whose main interest is in the build-up and training of Reserve personnel throughout the country.

Let us remember each one of us has a job to do in the service of our country, whether it be in the Regular Force or in the Reserve, and that our continued interest in the Service is necessary for the preservation of our country and the free world.

Once again I thank the Editors of this very fine publication for allowing me this space, and wish you all every success in the coming year.

Sea Training Officers



LT. HENNESSY, LT. TAYLOR, LT.-CDR. THOMAS, LT.-CDR. LEIR, LT. GOUDY



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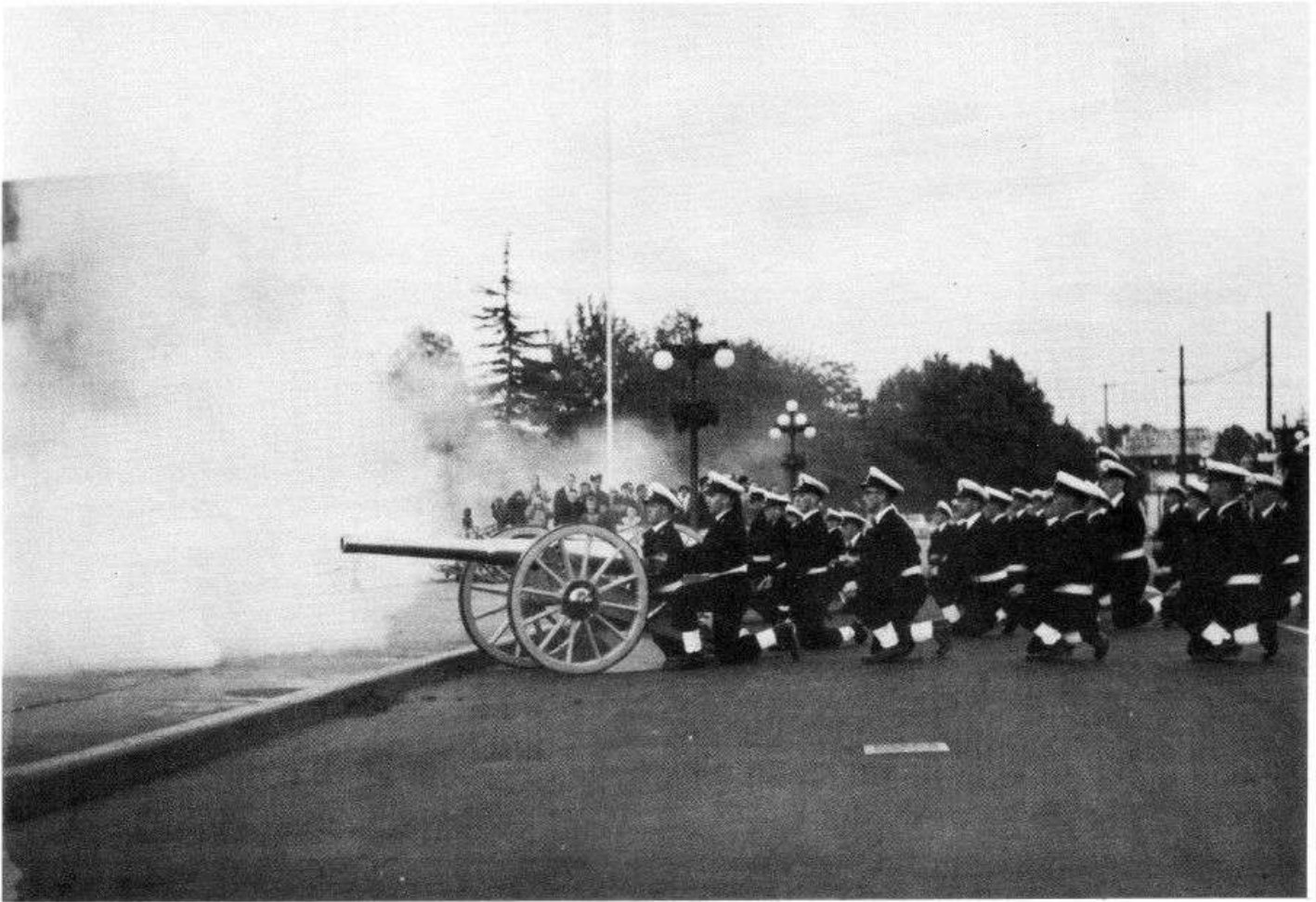
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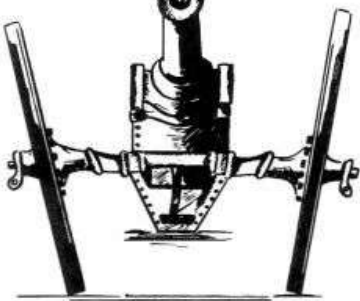
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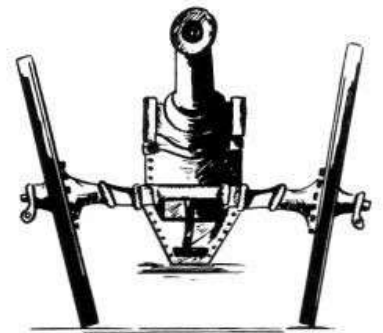
Sunset Ceremony, June, 1953



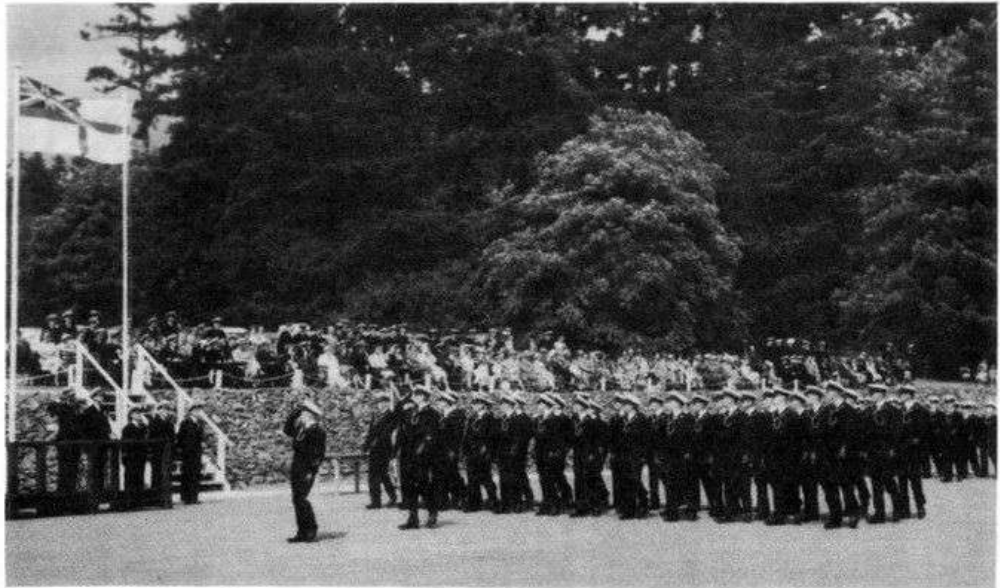
As always, the Navy provided the public with a fine spectacle when, on the nights of the 18th to the 21st June, 1953, they beat the Retreat in the Sunset Ceremony in front of the Parliament Buildings in Victoria. A large guard drawn from H.M.C.S. Naden was joined by the Establishment's band and the guns crews were provided by 1st year Cadets undergoing Division course at R.T.E.



The event was both colorful and traditional and proved a great tourist attraction. While the guard was performing its precision movements the Cadets brought their guns smartly into position, prepared them for firing and awaited the climax of the ceremony. The moment arrived and as the Ensign was lowered to the strains of "Sunset" and the National Anthem, the guns crashed out their impressive salutes. As the ceremony ended the guns were manned and marched smartly off the parade, to end a very impressive ceremony.



ROTP



MARCH PAST OF GRADUATING CLASS

Whether you are a civilian or a Cadet the Regular Officer Training Plan of the Royal Canadian Navy opens the door for you to attend the Canadian Services College or a University and from there make a career of the Naval Service.

If you were sixteen but not over twenty-one on the first day of January in the year you started at a Canadian Services College or a University (twenty at College Militaire Royal de Saint-Jean) you are eligible for this scheme.

If you are a Cadet at a Canadian Services College or University Naval Training Division, or an Officer in attendance at a University as an under-graduate who has completed the UNTD program, you may transfer to the Regular Force as a Naval Cadet at anytime. Application is made through the Commandant of the Canadian Services College or through the Commanding Officer of a University Naval Training Division.

Under the Regular Officers' Training Plan you may be enrolled in the following branches:

EXECUTIVE

You may complete two years of a general Arts course, at a University or Canadian Services College, or three years at College Militaire Royal de Saint-Jean, and then join the Fleet as an Executive Midshipman.

ENGINEER

You may complete to a degree standing in an Engineering course, and then join the Fleet as an acting Sub-Lt. Canadian Services College Cadets may be authorized to continue at a selected University for one year over and above their regular four-year course and receive a degree in Engineering.

OTHER BRANCHES

You may complete three or four years, as degree completion requires, of technical or other specialist courses as required by the Naval Service. For example, courses in pure Science (Honours course in Mathematics or Physics), Commerce or

Business Administration (Honours Course) or Engineering Physics and others.

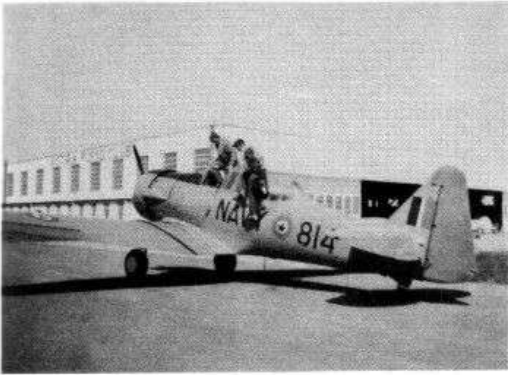
To be eligible for any one of these branches you must have completed at least Senior Matriculation. For those attending College Militaire Royal de Saint-Jean Junior Matriculation is required.

Of particular interest to those in Medicine is the fact that the plan allows students to enroll in the Regular Officers' Training Plan for the last four years of their study. This includes the Interne year.

Enrolment in any one of these schemes brings valuable financial benefits to successful candidates. Tuition in full is paid by the R.C.N. A gratuity of thirty dollars per month for the first year after enrollment is allowed. This gratuity is in addition to the regular subsistence allowance of sixty-five dollars per month. For book and instrument allowance, medical students receive seventy-five dollars per year while all other students receive fifty dollars. During the summer training periods, Cadets will draw the pay of an Acting Sub-Lieutenant.

If you are successful when you apply for one of the above schemes you will be enrolled in the Regular Force for an indefinite period of engagement. However, on completion of three years' service after the termination of Academic training, you will be permitted to resign your commission, provided that a state of National Emergency does not exist.

If you are not a member of one of the Services Colleges or in attendance at a University but have the required educational standing (either at Junior or Senior Matriculation) you can apply to the chairman R.O.T.P. selection board, Department of National Defence, Ottawa, or to the nearest R.C.N. recruiting office, to be allowed to take advantage of this scheme.



If you are thinking of joining Naval Aviation (Reserve), your decision should come from frank answers to two fundamental questions—"What has Canada to gain by investing in me as a Reserve Naval Aviator?" and, "What have I to gain by joining this Branch?"

I won't attempt to expound on one's duty to Queen and Country, paramount in importance though it is. It is sufficient to say that both Canada's security and efficiency in event of war will be increased immeasurably by a strong Reserve Naval Air Branch. I have been told, and I can well believe it, that the use of the aeroplane in convoy patrol work will be absolutely essential for survival should we be damned with another war. Anyone familiar with the strategy of modern warfare will realize the very important part played by Reserve Naval Aviation in keeping Canada's defence secure. But something that Cadets, and prospective Cadets, should not overlook is the barrier-free opportunity for personal gain in the Reserve Air Branch.

For instance, a Cadet entering air training will reach "wing" standard at the end of two summers. At this point he will also have reached—gratis—the flying standards of a civilian commercial pilot. Such qualifications could be quite profitable.

Reserve Pilots are required to spend two weeks of each Summer in training after having received their wings. This exercise will be aided in the near future by a new scheme. During the winter months Reservists will enjoy extra week-end practice, if geographically fortunate, by flying with one of the proposed Reserve Squadrons being established from coast to coast.

The acute shortage of pilot trainees in Reserve Naval Aviation has prompted the eligibility of Third Year Cadets. A marvelous opportunity awaits any Third Year Executive Cadet interested in becoming a proficient Air Officer as well as a Trained Sea Officer. Having completed Navigation II, a Third Year Cadet is only six months' sea time away from a watch-keeper's ticket. The combination of this certificate and pilot's wings would prove invaluable in an emergency.

Only a few points on the virtues of Reserve Naval Aviation have been touched here—there are many more worthy of mention. Of course, topmost on the list of reasons for a man joining any organization should be his love for doing the work of that organization. For most of us, at this stage of the game, it is perhaps not positive that flying would become an obsession, yet anyone who is medically sound, with any sense of adventure, should find flying exciting experience—especially when that flying is performed for Canada's security in Her Majesty's Canadian Navy.



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Vanity

(or always choose the leeward rail)

It was the Frigate Beacon Hill
That sailed the wintry sea,
And my kindly Term Lieutenant
Spake these stirring words to me.
'The Navy is the life my son,
The only life for me.'
And with these words the wretched man
Staggered off to tea.
The sun had moved but two more points
When he appeared once more,
His clean cut face a bilious green
And sweat at every pore.
Mute as the Ancient Mariner
And swift as the Albatross,
This very sea-sick son of the sea
The slippery deck did cross.
The wind was on the starboard rail
To the port he rushed instead,
And held his aching head in pain
And wished that he were dead.

How are the mighty fallen
By the heavy hand of the sea
The Buffers, the Bosuns, the P.O.'s
Are all being sick beside me.

The Laws of the Navy (Revised)

Now these are the laws of the Navy,
Written and many they be,
The Cadet who is wise will observe them,
Lest he become such as we.

Take heed what ye say to the Subbies,
Take heed what ye say to their face,
For the Subbies in time become Admirals
And in judgment will sit on thy case.
Be not hasty and swear at the Jimmy
For rousing you up out of bed,
Just fill out the papers required,
Send a substitute to him instead.

When first coming in to the service
Seek not always to pick up salutes.
Gaze down at the feet of the seaman
And admire the shine on his boots.
To be vain denotes pride in the Navy,
And the time on your boots is well spent,
For when it comes time to be posted,
To a sinecure you will be sent.

Bow down to the Officers o'er you,
Place your neck 'neath the R.T.C.'s yoke,
Your opinions should never be stated,
And your comments concealed in a joke.
'Silence is gold' saith the prophet,
And speech, which is silver, but dross;
Since gold is worth more just remember
The man up above is your boss.

The laws of the Navy are many,
The reward for obedience is great,
If you emulate me, a civilian you'll be;
Your opinion is not your's to state.

(Author's apologies to a fine poem.)



AFTER TWO YEARS of Canadian participation in Camid, it is still an operation shrouded in a great deal of mystery at the East Coast and almost totally unknown in West Coast circles.

What, then, is Camid? Camid is an amphibious training course under the direction of the United States Navy at Little Creek, just outside Norfolk in Virginia, to train Midshipmen from Annapolis and Cadets from West Point in the art of invasion by sea. From a combination of the words Cadets and Midshipman comes the name of the operation, Camid.

Last year, and again this year, twenty-four UNTD's were invited to attend this Virginian operation, and on June 2nd these selected Cadets left the rain-swept city of Halifax for the sunny south.

The prime object of the whole operation was to have been the acquiring of knowledge of amphibian warfare, but it became evident very early in our trip that another factor was to arise that at times would overshadow in importance our actual classroom training. We soon found that every man in our group was looked upon as an unofficial ambassador of Canada, and the establishment of good relations with the Americans at times rose in importance far above any other motive for our being at Little Creek.

The train and bus trip to the American Naval Amphibious Base was broken at Washington, D.C., and for a day and one-half, our group roamed the city, sometimes in very efficiently conducted American Naval tours, sometimes on our own.

The Pentagon Building was perhaps the most impressive sight in Washington. This five-sided grey stone gargantuan, the largest office building in the world, was thrown open to us for our inspection, and we did not hesitate to take full advantage of this opportunity. The Lincoln Memorial, the Houses of Congress, the United States Supreme Court, the needle-like Washington Monument, all sped by in a dizzy whirl of touring and in the evening our party was glad to relax into the varied night life of the Capital.

From Washington our bus carried us through the pine forests of Virginia to the flat, humid district of Norfolk, our home for the coming two weeks.

The Quonset hut area at Little Creek was swarming with the white uniforms of Midshipmen and the khaki of the West Pointers on Sunday, the day before operation Camid '53 was to begin. As each pair of UNTD Cadets was placed in a different hut with two Midshipmen, our group was soon thoroughly integrated with the Americans.

Operation Camid got underway at 0445 on Monday with a blaring reveille and the work

day ended at 1430 after which our group took part in the sports schedule of the "Middies" or flocked to the officers beach for swimming in Chesapeake Bay.

The morning at Little Creek were, for the most part, taken up by showing us how to plan and successfully carry out an amphibious operation, and during the afternoons we would put into practice what we had learned from lectures, movies and a multitude of other unique American teaching devices.

For four days we never saw the ocean except to swim and attend beach parties, but instead charged out of dry land L.C.V.P.'s (landing craft vehicle and personnel) across ditches and over barbed wire entanglements until our imaginary objectives were over run. The fifth day, however, saw each man of our group, complete with bucket, helmet, marine green uniform, and life-jacket, at the controls of an L.C.V.P. heading out to sea to make practice runs at the beach.

In the final phase of our dry land training came an actual debarkation from shipboard. A hoard of West Pointers and Midshipmen plus twenty-four Canadian Cadets poured off an anchored troop transport ship, scrambled down thick rope landing nets and into bobbing landing craft for a mock assault on an enemy beach.

Once the "ashore" training was finished, we moved on to the "afloat" stage of the operation and boarded various ships of a fleet that would soon slip out to sea, then manoeuvre back into position to conduct an invasion of a beach head defended by the United States Army, on a pre-arranged strip of Virginia coastline.

Sometime in the middle watch of the morning of H-day (as the invasion day was named), our attacking fleet anchored in the rendezvous position close to the designated beach head. In the waning moonlight could be seen rings of destroyers, cruisers and rocket-firing ships, thrown out around the nucleus of the task group, the lumbering transport ships, that carried the assault troops. Just after dawn the underwater demolition teams (U.D.T.'s) dropped out of their boats into the black water and swam into the beach to set charges that would remove any obstacles the landing vessels might encounter.

As the sun peeked over the hull of a distant cruiser in the outer defensive ring, the charges of the U.D.T.'s went off with a thunderous crash and at the same time, the "cover" vessels in the invasion force opened up a simulated barrage of rocket and gun fire. The weird scream of F86 jets added to the terrific din, as they made strafing runs over their objective.

Suddenly the barrage lifted as quickly as it had begun, and seconds later the first wave of our invasion force landed on the beach. Everything we had studied on dry land was brought into play that morning. The steel ramps

of the armoured troop carriers clanked down and there was nothing between the troops that poured out of them and the enemy army regiments but two hundred yards of sand and barbed wire.

The attack went on all day and the beach head was finally taken by our invasion fleet. With the end of H-day, came also the finish of Camid '53 for the Americans. For them it was over, but it was a great experience for everyone, and much was gained both in international good will and from an instructional point of view.

For our twenty-four Canadian Cadets, however, it was merely another stage completed in the overall Camid trip. After leaving Little Creek, our group visited the United States Naval Academy at Annapolis. The Academy, rising out of the rolling hills of Maryland was found to be a much enlarged version of our own Royal Roads with an enrolment of close to three thousand Midshipmen. Perhaps the most outstanding sight at Annapolis was the "Mids'" Chapel which holds within its ivied walls the crypt of John Paul Jones, the United States Navy's Admiral Nelson.

Through the windows of the speeding train that carried us from Maryland, a panorama of New York skyline was unfolded. The porter called, "Grand Central Station," and our visit to New York began.

The huge Brooklyn Navy Yard across the East River from Manhattan was first visited by our group and then came the event we had all been waiting for, a tour of the United Nations Headquarters.

The blue-green grass facade of the thirty-nine story Secretariat Building twinkled in the morning sunlight as our group clambered out of the 45th Street subway station. We passed through the marble glass foyer, down a thickly carpeted corridor, and into a gleaming conference room. There we were met by the permanent Canadian Delegate to the United Nations, who explained in general terms the workings of this organization and some of the more acute problems that were being dealt with at that very moment within the chambers of the various United Nations Buildings.

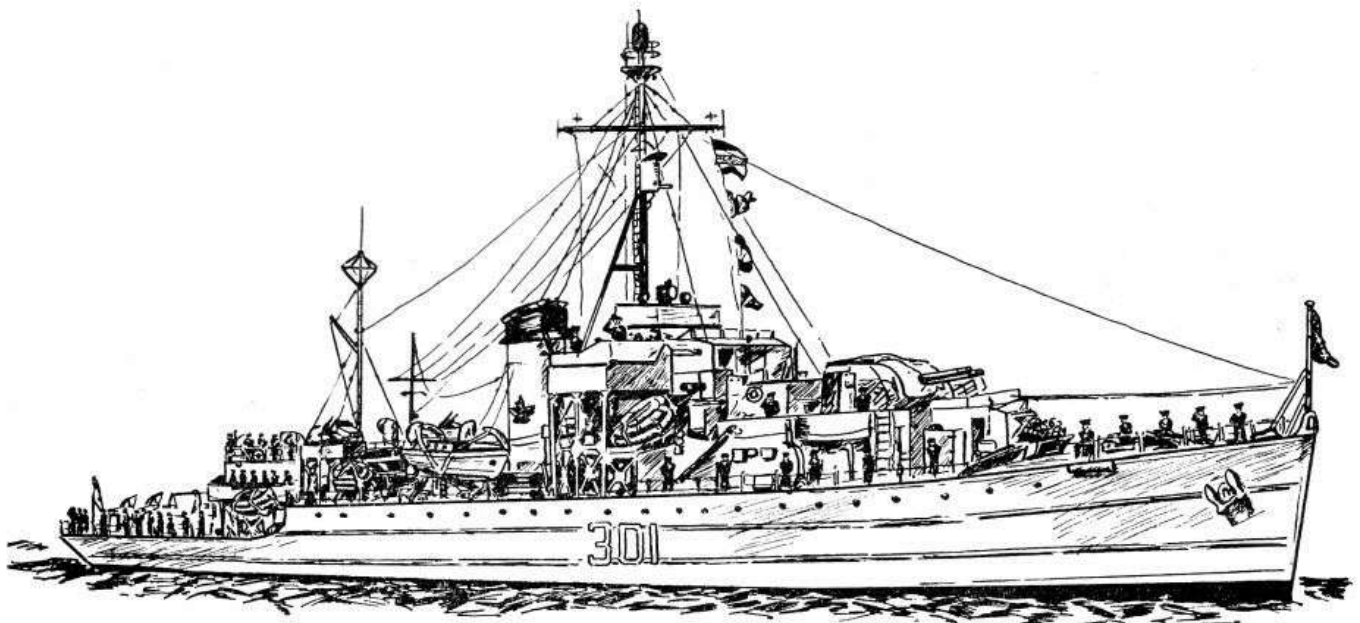
Later, the great spherical General Assembly Room was opened for our view. The Security Council, the Economic and Social Council, and the Trusteeship Council, were all opened for our inspection and with every step we were walking over crisp new pages of history.

In very unofficial tours came visits to the colourfully eccentric Greenwich Village, "mad-cap" Great White Way of Broadway, the pulsating beat of Harlem at night, and the more sophisticated atmosphere of the Bronx.

Upon leaving the United States for Halifax once again, we had accomplished our aims; of acquiring some knowledge of amphibious warfare, and creating a favourable impression south of the border with regard to the Canadians and especially to the Royal Canadian Navy.

The United States Navy has asked for another group of U.N.T.D. Cadets to participate in Camid next year, and I am sure it will be a tremendous experience as well as a great honour for all those who are selected for this operation next June.





H.M.C.S. ANTIGONISH

CRUISE *West*

Following the practice of previous years we have selected Cruise Able as representative of the three cruises. It can be taken as being indicative of Cadet life aboard ship.

THE first two weeks of Cruise Able this summer found the ANTIGONISH and the BEACON HILL in that mariners paradise—Bedwell Harbour. During that time, the Cadets went to work zealously scraping rust off steel, painting, scrubbing, mending and rearranging, in spite of the vociferous assurances of the coxswain that the ships had recently been cleaned up, and before the Cadets came aboard, were as bright as new pins. In the spare time, between such tidying-up, the Cadets' memories were refreshed on last year's seamanship. A few new subjects were added along with the extension of older subjects. Under the capable instruction of Lieutenant-Commander Thomas, the Cadets were introduced to the fascinating hobby of astronomical navigation.

Every second or third day, the two ships would weigh anchor and spend the morning and afternoon cruising among the many smaller

islands off Vancouver Island so that the Cadets could practise pilotage, do anchor runs and sun-sights and become familiar with the working of the echo sounder and other equipment aboard ship. In the afternoon of such days, Evolutions were carried out for an hour. During this time the ship had been turned inside out and righted again. Stewards rigged Dan buoys, and stokers fried eggs for the captain while the medical Cadet climbed over the ship's side and, while fending off the sharks with one foot, painted the first four links of the cable blue. The evolutions were a worthwhile set of exercises in that they taught a man just what his neighbour's job was, where to find what he needed aboard ship, and how to move quickly and efficiently.

Softball games were played on South Pender Island and a regatta was also held between the two ships. BEACON HILL finally lost the Cock of the Walk trophy to the energetic ANTIGONISH, although the results showed them to be very evenly matched.

When the two weeks were over, the frigates returned to Esquimalt to refuel and were in time to take part in the Coronation Day celebra-

tions. On that day, the ships were dressed and ANTIGONISH had at her mast head the emblem ER, attractively spelled out in white bulbs, while the BEACON HILL sported a large and colorful lighted crown.

The ships left Esquimalt after the ships' companies had voted on Thursday, June 4th. On Friday, the ships ran into a Force Six Gale. This was rather a rough initiation into the ways of the Pacific Ocean, so rough indeed that a pipe down resulted and movement on the upper decks was forbidden. The wind and high waves continued all day and night and while the Ensign (moved to the main mast presumably because the quarter-deck was occasionally submerged) cracked like a whip and the members of the watch on the bridge wiped the brine out of their eyes, the men and Cadets alike groaned and looked as green as the white-capped waves outside.

Next day the wind died down and the waves became much smaller but the two ships were enveloped in thick fog. Lookouts were posted in the eyes of the ship and the two vessels lumbered along, trumpeting to one another like forlorn elephants.

For the rest of the cruise the weather was hot with blue skies and high flying clouds. However, one afternoon a tornado was sighted hovering over the western coastline of the United States.

On the fourth morning we steamed into Long Beach, California, with our signalling lamps flickering greetings to the various vessels in the harbour.

Two days' leave, with no overnights, for those not on duty watch. A popular idea was to rent a car and head either north to Hollywood or south to San Diego for the day.

On the second day, "voluntary" tours of the heavy cruiser U.S.S. LOS ANGELES and the dockyard were conducted. The largest drydock in

the world and one of the two largest floating cranes in the world (acquired from Germany at the end of World War II) were inspected by the Cadets.

The ships left Long Beach harbour and the moth-balled fleet, the oil wells and the palm trees, heavily laden with electric razors, toasters and American cigarettes.

The trip back was uneventful except for the routine gun firings and manoeuvres such as zig zagging.

After spending a week in Bedwell Harbour again while the Cadets took their examinations, the two frigates returned to Esquimalt and the Cadets carried their hammocks ashore to the waiting truck.

We thoroughly enjoyed the cruise and hoped that Lieutenant Taylor, the Sea Training Officer and the other Officers and crew enjoyed it enough to be able to look forward to another five weeks of patient training of more Cadets.

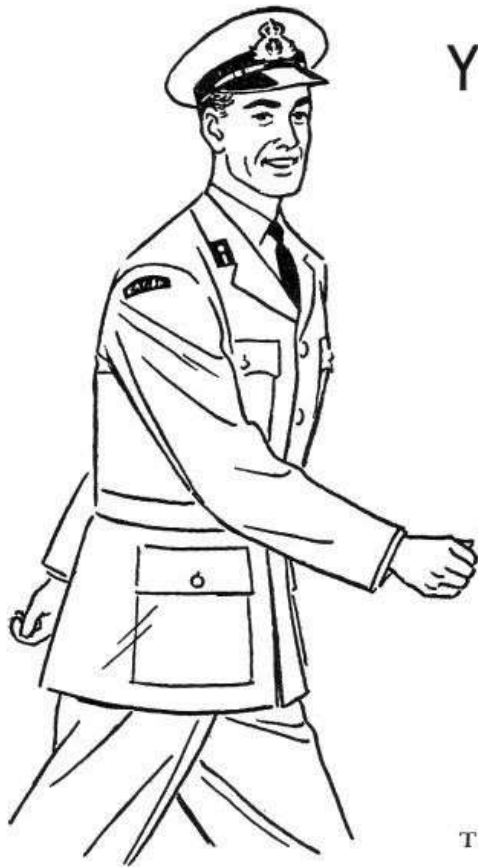


Graduates East Coast

M. R. Allan	F. R. Lindsay
M. J. Andrews	S. J. Lobe
M. Aronoff	J. J. Malloy
H. M. Bacon	J. L. McAboy
D. Bourgeau	A. McKay
D. J. B. Bristol	C. J. Meagher
R. M. Burton	C. M. Millman
T. C. Davies	J. D. Philp
M. DeGoumois	M. C. Patterson
J. Dimock	J. H. Persson
T. F. Evans	F. T. Price
H. Gingras	D. A. Roscoe
M. Griffin	G. A. Smith
C. Groudin	H. Smith
B. C. Hawkins	B. Stackhouse
R. Irving	V. Thibadeau
J. J. Johnson	J. C. Till
A. Kempton	H. Tremblay
S. Lannon	R. Wellman
J. L. Leclerc	D. M. Whitman
	R. M. Lester

Graduates West Coast

W. H. Atwood	R. N. Kofwall
D. J. B. Beard	J. D. Lorge
C. F. Bird	A. F. Marcinkowski
D. J. Bowie	J. S. Merritt
T. H. Broome	C. A. Morrison
N. M. Boyd	R. M. Patton
R. D. Cairns	L. G. Ramsay
D. R. Campbell	D. M. Ross
L. N. S. Carlsen	N. D. Scott-Montrieff
F. R. A. Culwick	M. C. Sellens
M. H. Dabey	M. S. Shields
J. B. Elson	G. J. Smith
D. G. Evans	A. Torigian
H. H. Fast	J. S. S. Underhill
B. H. Forbes	G. E. Van Sickle
H. H. Fortier	L. M. Verrier
R. Gilbert	M. U. Wartman
L. C. Gray	M. H. Washburn
J. Harwood	H. Watson
C. A. Holmes	R. D. Wilkinson
R. J. Jeckyll	R. A. Willson
	R. T. Wilson



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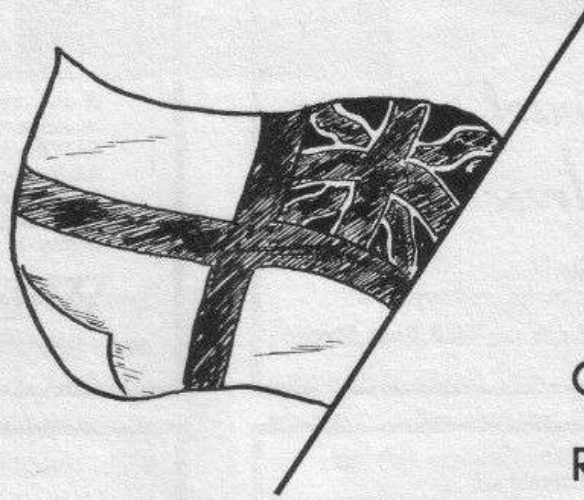
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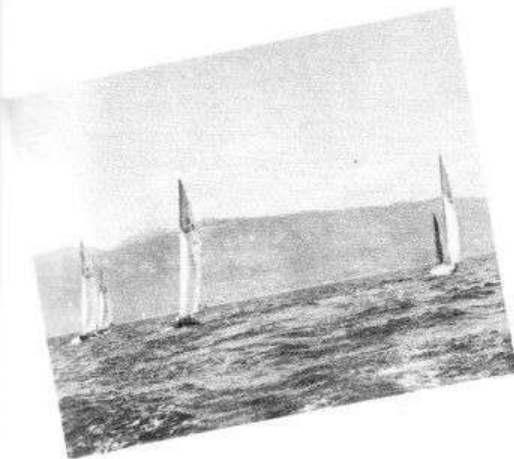
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Sailing



P. I. Y. A.

Once again the Navy was well represented at what is the feature meet of North Western Yachtsmen. The Pacific International Yachting Association's annual Regatta was held this year in Vancouver under excellent conditions. Cadets on the West Coast were fortunate in being able to attend—a small number participating in sailing a variety of craft from Snipes to Rhoddes.

The week's sailing started with a long distance race from the Flat Top Islands to Vancouver and continued with daily series races. Although no cadets were fortunate enough to win prizes, a lot of enjoyment and a good deal of valuable experience was gained. Those who will be back next year look forward to participating again.

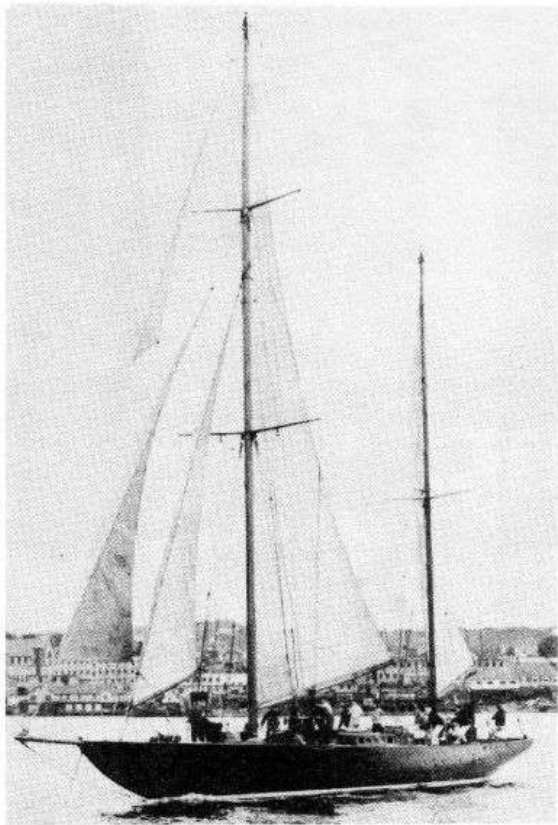
R. C. N. S. A.

The Regatta sponsored annually by the R. C. N. S. A. (West Coast) was held in July under fair conditions. Unfortunately the meet was partly spoiled by the heavy winds which caused the cancellation of races for many of the smaller classes.

Cadets were well represented both from Royal Roads and R.T.E. Entries included Dinghies, Whalers, Cutters and Snipes. Racing was held on both Saturday and Sunday and in the heavy wind, Cadets did very well especially in the Dinghy class. The meet was high-lighted on Saturday night by a most enjoyable dance held in the gym at H.M.C.S. Naden to the music of the incomparable Naden dance band. Those who participated in the regatta not only enjoyed themselves but greatly added to their fund of sailing experience.



The Disastrous Cruise of the "Oriole IV"



The bronze sun swept over the mirror calm of the sea, over the black hull of the sailing yacht, over the empty sails hanging limp in the hot, windless air, and over eleven U.N.T.D. cadets sprawled on her wooden deck. "Oriole IV" was becalmed in the most important race of her career, the Boston Station to Halifax yacht race: becalmed in the still, silent regions off the southern coast of Nova Scotia.

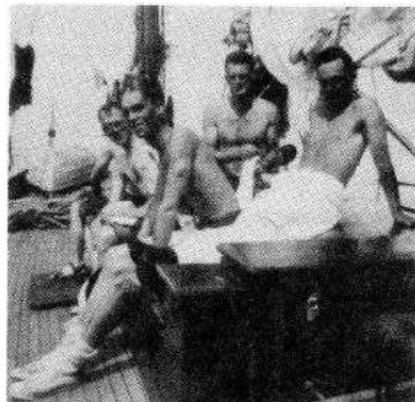
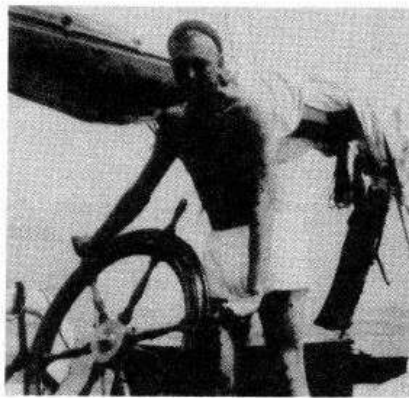
But why were there U.N.T.D. cadets in this famous race, and what was their connection with the luckless "Oriole"?

To help clarify matters the "Oriole IV" is a ninety-foot Naval yacht owned by the Navy League of Canada and leased to the Royal Canadian Navy for summer training. This year, eleven cadets had the privilege of shipping out in her on a three-week cruise to Boston which culminated in the Boston to Halifax race. As crew, the cadets were to learn the fundamentals of seamanship under sail, and perhaps to come to a better understanding of the hardships endured by sailors the world over in the periods of history before the advent of steam.

"Oriole's" sailing orders originally instructed her to act as guide ship for the race, but two days before the start of the contest it was announced the "Oriole" would be an entrant and that the United States Navy would take over the job of patrolling the race course.

Excitement mounted aboard "Oriole" for she was by far the largest boat in the competing squadron, running a good twenty-five feet longer than the next largest entrant, and with any sort of breeze her tremendous sail advantage would certainly carry her to victory.

Race day dawned hot and clear with a slight breeze blowing from the south-west. We crossed the starting line



to the boom of the starter's gun, running free under full sail. Since our boat was the largest she was handicapped to leave the starting position last, but by night-fall we had overtaken most of our opponents and by dawn the next morning we were well in front of the pack.

Optimism was at a peak aboard "Oriole IV" that day but this feeling was soon to be replaced by a mood of frustrated despair as a result of the events of the following three days.

That night the wind died and the only noise in the darkness was the gentle swell breaking on the bow and the monotonous flapping of sails as the boat rolled lazily from side to side. By morning we had made only two miles.

As one day mounted to two and two days dragged endlessly on into three, our radio crackled out the name of the first boat to cross the finish line at Halifax, then the second, the third, the fourth, the fifth; but "Oriole IV" still drifted with the tide on an eccentric course governed by nature and not by man.

By Monday we were almost three days overdue in Halifax, the water and food supplies were at a dangerous low, and hope of any wind was dashed by the daily weather report. With this in mind and the fact that the race had been won two days before, the Captain ordered the engines turned on and the disastrous cruise of "Oriole IV" ended the next day as we rounded Sambro Light and entered Halifax harbour.

Although we did not win the race, all the Cadets left the "Oriole" with an exciting new experience behind them and took with them a fund of sailing knowledge that will undoubtedly be of much value to them in their future careers as Naval officers.

Second Year Executive Training

Unlike the previous summers of U.N.T.D. training, this year brought all second year executives to the sandy shores of the blue Pacific, the blue boats of R.T.E., and the mediaeval surroundings of Royal Roads. This summer marked both the exit of 141 executive cadets from the confines and regimentation of first year training and the entrance of those same cadets into the broader expanse of second year training, where responsibility and personality play an ever increasing role in the every day life of the executive cadet.

Six weeks of the summer were spent at Royal Roads struggling with Navigation II, the last navigation course available to most executive cadets and officers. Besides attempting to discover which of your five star sights was nearest the answer you saw in the instructor's notebook, most second year executives had an opportunity to serve either as a cadet captain or regulating cadet sometime during the duration of the course. Many also enjoyed the golden opportunity of frequently surveying the hazy silhouettes of the Cadet Block and Castle at approximately 2100 when it had become the practice to obligate certain of the more recalcitrant to digest the scenery at a slightly more rapid pace and from a rather fixed route—this route was quite aptly tabbed "the circle." Intermingled with the Navigation II was the occasional regatta, the weekly Sunday divisions, and the daily half-hour on the boots. But "Roads" served yet another important function. Her quarter-deck, her gardens, and her atmosphere made her the epitomy of Victorian social life—the dances in June and August left little to be desired.

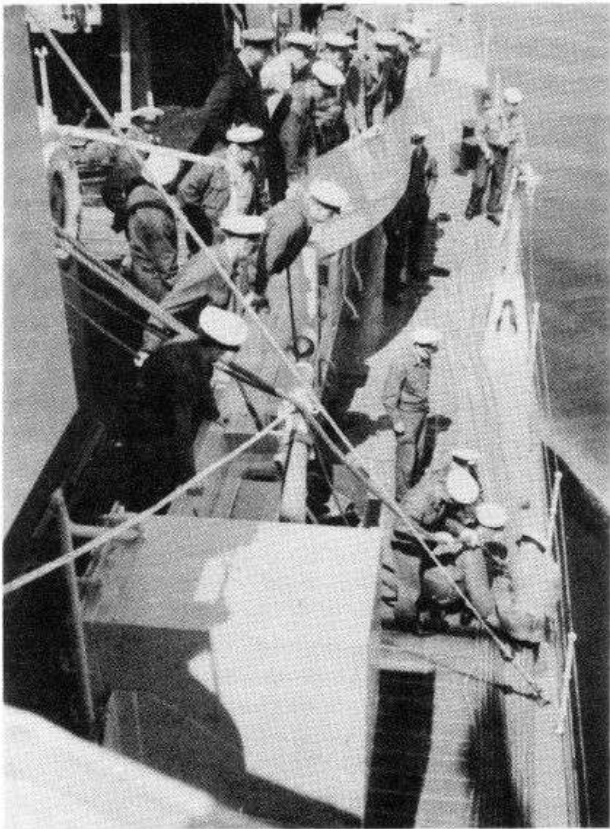
Second year execs also went to sea again this summer, having their first practical introduction to celestial navi-



gation and discovering, unfortunately enough, that it is considerably different plotting your star sights from a shaky sextant, a cloudy sky, and a pair of sleep-starved bleary eyes that it is from a clear, concise and highly informative exercise pack. Though funnel watches might sometimes seem to approach perpetuity, every storm has a calm, and so each cruise had a destination—this summer they were Long Beach, San Diego, and Astoria respectively. The last cruise, though suffering in point of distance covered, received its remuneration from the fact that it arrived in Vancouver, B.C., for the opening day of the Pacific National Exhibition.

The other phase of second year executive training this summer was the six week period spent at R.T.E., Esquimalt. Of prime importance during this period was the two week Communication course at "Naden" entailing amongst other things the destruction of all notes taken during the instruction period. T.A.S., Gunnery, Damage Control, Fire-Fighting, and P. and R.T. sufficed to complete the remainder of the training at R.T.E., With the injection of extra-curricular stimuli throughout the summer, life at R.T.E. was far from monotonous. Softball, tabloid sports, inverted ensigns, week-end dances, "beached parties," and a winning field gun's crew all served to relieve any routine strain which might have accumulated over the weeks and in each of these welcome diversions second year executives succeeded in playing a prominent role.

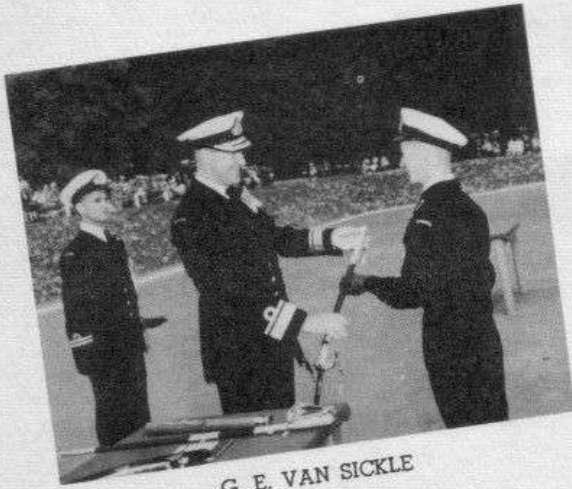
It was a highly informative, enjoyable, and spirited few months spent by the second year execs this summer and one which can well prove to be a firm foundation on which the building of a future naval career can safely stand.



Graduation Ceremony Presentations

Inspecting Officer

REAR ADMIRAL J. C. HIBBARD, D.S.C. and Bar, C.D., R.C.N.



G. E. VAN SICKLE



G. A. BEAMENT



W. L. VERRIER



M. G. MCGINLEY



J. HARWOOD



AWARD WINNERS

Graduation Ceremony

Royal Roads 1953



THE Annual Graduation Parade of the Midshipmen (RCN) and senior UNTD Cadets was held, as is customary, at Royal Roads, on the 8th of August, 1953. The parade followed the set form with inspection, marchpast, presentations and address in hollow square and the lanyard ceremony.

Under sunny skies, the four Cadet platoons marched onto the square preceded by the band of H.M.C.S. "NADEN." After forming up, the Admiral and the inspecting party arrived from the Castle and the appropriate salutes were played. The Admiral proceeded to inspect the lines of immaculate Cadets. The parade commander, Chief Cadet Captain G. E. Van Sickle, then requested permission for the parade to march past.

At the completion of the marchpast, the Cadets formed hollow square for the presentations and address. The Admiral urged the Cadets not to think they could bluff the sailor. He exhorted them to prepare themselves for the future and he reminded those of the Reserve that they would play a vital part as trained officers, in any emergency. At the completion of his address he presented the prizes to the winners. The list being as follows:

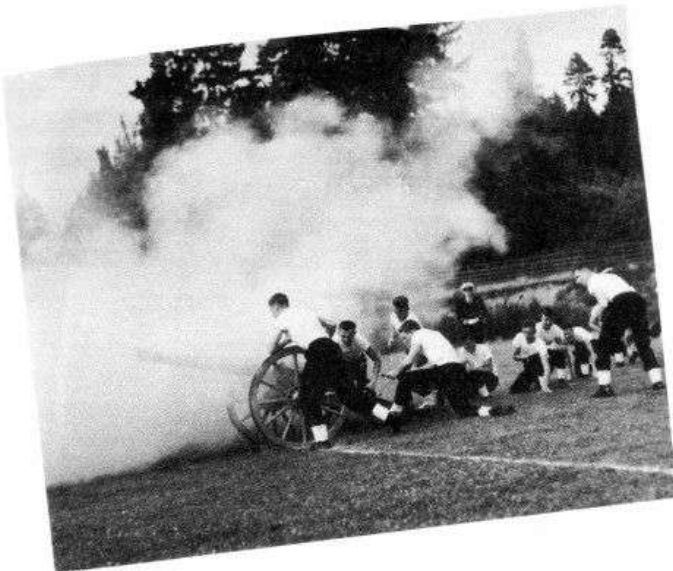
Queen's Canadian Dirk	G. E. Van Sickle
Department of National Defence Sword	M. G. McGinley
Nixon Memorial Sword of Honour	G. A. Beament
Department of National Defence—	
Officer of the Watch Telescope (UNTD)	W. L. Verrier
Department of National Defence—	
Officer of the Watch Telescope (C.S.C.)	J. Harwood
Stubb's Memorial Shield	J. R. Standen
Navigation Prize	H. R. Erskine

In addition to the above, the awarding of a number of book prizes for proficiency in Navigation was announced.

The climax of the parade was the Lanyard Ceremony. As the Graduates slowly marched through the ranks of the Junior platoon the band played "Auld Lang Syne" and "Life on the Ocean Waves" as the Graduates returned to their original position. The new Midshipman, then ordered the new Chief Cadet Captain to march off the Senior Term. This done, the Graduates dismissed, gave three hearty cheers and filed up to be introduced to the Admiral.

To complete the parade the guests were all invited to go down to the Creery field and watch the thrilling spectacle of a gun's crew competition. The race this year was between R.T.E. (represented by a team from classes B. 1 and B. 2) and a representative team of Royal Roads Cadets. From the start the contest fascinated the spectators and kept most of them on their feet until the final line was crossed. Despite the fact that they got their earlier shots off in very fast time, the Roads team began to lag and the R.T.E. Cadets were able to overtake them and win in a record time of 4 mins. 41 secs. knocking nearly 30 seconds off the old record established by "Ontario" junior officers. The "Broom" which has now become symbolic of inter-establishment rivalry was then presented by Admiral Hibbard to the Winning Gun's Crew Captain—Cadet Captain George P. Cassady (B. 1).

A very enjoyable and memorable afternoon was concluded by the serving of tea on the terrace for Cadets and their visitors. It was a day which will be long remembered—especially by the Graduating Class.

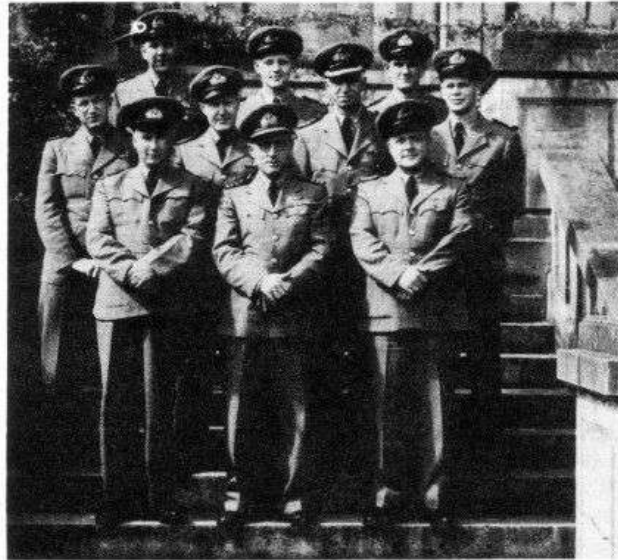


Royal Roads

1953

Once again the Canadian Services College Royal Roads became a naval training centre for the summer months. The college was the school of navigation for Cadets and suited the purpose ideally.

The classes going out to Roads were rather different from last year's, when the great majority of Cadets were taking Navigation I. This year of a total of 193 cadets who passed through the college, only 51 were taking the first year course. The drop in the numbers of first years seems to have been beneficial for the percentage of passes rose from 77.4% to 92.2%. This rise is explained by the standardization of instructional methods and the fact that a large majority of these cadets were R.O.T.P. At the time of press, the overall pass percentage had also risen from 79.4% to 86.4%. The Director of Navigation has hopes that late results would make this over 90%.



The Navigational staff was made up entirely of Reserve officers, the majority of whom were Instructor branch. Some came and went as circumstances permitted, but there was an average of eleven officers instructing throughout the term.

While at Roads, cadets were able to use all the college facilities—the lagoon, lake, gym and sports fields, all were used to good effect. Regattas were held throughout the year and keen competition was the watchword in all sports. Soccer, cricket, softball and basketball were all played against R.T.E.

Towards the end of the summer, advantage was taken of the seamanship facilities at the boathouse and classes were held under the able direction of the boathouse Chief Petty Officers.

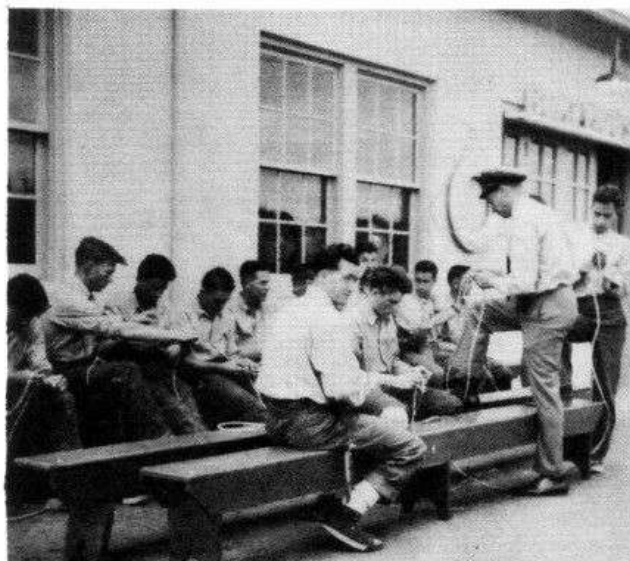
Besides the instruction, Roads provided a good lesson in Routine, and a large number of cadets were able to become



familiar with organization by acting as Cadet Captains and Regulating Cadets. Throughout the year, "pusser" divisions were held on Sunday to be climaxed by the Commodore's inspection, when he commended the Cadets on a smart turnout.

Altogether, everyone found the period at Roads much more enjoyable than expected. For some unknown reason the College has a somewhat fearsome reputation. Most of us have found this to be quite untrue.

For those not going back to Roads the last memory will be of the pleasant dances held there in an incomparable atmosphere. Those who will return next year will no doubt find the life easier and far more interesting. The staff at Royal Roads are doing a fine job of instructing Navigation—an indispensable part of every officers' training.



"Brief But Glorious Years"

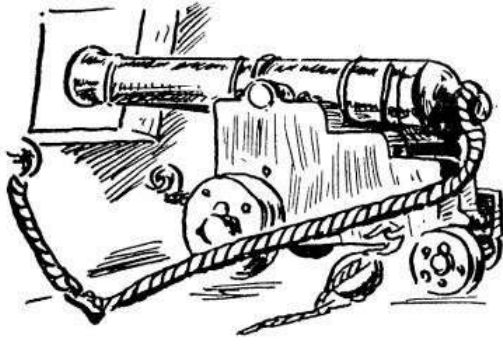


NELSON'S page in History covers a little more than 10 years, 1793 to 1805, "those brief but glorious years," and yet, although all the previous pages have presented many distinguished names, it is not until their close, that one name arises in which all the promises of the past find their finished realization, their perfect fulfillment. The name of Nelson is presented by History not as a personality or a career but as a great force. A man who in himself summed up and embodied the greatness of sea power, a man for whom genius and opportunity walked together to make him the personification of the Navy, the dominant factor in all periods hitherto dealt with. You will remember that the Elizabethan Navy exulted in seamanship and individual initiative, the Navy of Cromwell in strict discipline and warlike order. These two elements blended together and produced a perfect form of naval tradition; and it was in this tradition that Nelson and his contemporaries were nurtured.

It is not my purpose here to give you a biography of Nelson, neither do I intend quoting any of the melodramatic or apocryphal stories which nowadays seem to be accepted as true; all those you can read for yourself. All these notes have been taken from books we have in the library.

All I wish to do is to define for you some of the secrets of the strength of this very human person who so well understood plain men and was understood by them.

It is not easy to compile a list of the qualities that contribute to the making of a great sea officer—no list would receive universal support—but there are some that he certainly must have; moral courage, endurance to resist strain and fatigue, imagination and creative powers for his strategical and tactical plans, and he must be a fine seaman. It is, perhaps, imagination and creative power that dictate the stature of an Admiral. Sea-war, with its slow processes of blockade and arresting the enemy's seaborne commerce, lays the cornerstones of victory, but



it is the pressure of land forces that compels surrender. Sea-battles that have been immediately decisive seldom occur in History, and of those Nelson fought and won three.

That power to draw wholehearted service and loyalty from subordinates is not included as a fundamental quality, because there have been successful Admirals who have governed through their subordinates fear of the consequences, though they have thereby limited the scope of their victories. But Nelson's extraordinary influence over his fellow men, was perhaps as much responsible for his unique record of successes as his brilliant tactics.

At an early age he set himself a high standard of conduct from which he only departed for one comparatively short period in his life. There is no need to gloss over that either. It was no phenomenon but a story as old as the hills; the story of an emotional man, married to a good but rather dull woman, when suddenly meeting the notorious Lady Hamilton; he surrendered to the charms of a beautiful but ambitious woman. Perhaps she did charm away his cares to make him happy, but even so, her influence on his career was only detrimental. At that time, 1798 (just after the Battle of the Nile) he was weak and suffering from concussion and drifted into the dissolute life of Sicilian Court, and, to use his own expression, he became "Sicilified." A lesser man would have gone on drifting, any lesser man would have been allowed by the Admiralty to drift.

However, once clear of that Court, and among his plain spoken seamen, he was once again the Nelson of Cape St. Vincent and of the Nile.

Pen pictures of those who knew him intimately all agree that he was the most human of men, proud of his achievements, extremely generous, sensitive to criticism, intensely loyal to Senior Officers he respected, never pompous and always sympathetic to the troubles of an Officer or man. All agreed he had the Key to all hearts—his sincere love of his fellow men.

This love of his fellow men, produced instances of his extraordinary fortitude and physical endurance. You will remember that at

Teneriffe his right arm was shattered, but that he insisted on helping men out of the water with his good arm, and he was writing reports with his left hand, the day after the amputation. At Aboukir Bay he was struck in the forehead by a flying iron splinter and the skin and blood covered his one good eye. In great pain and believing himself dying he was carried below but insisted on taking his proper turn with the wounded men already there.

That rarer form of courage, moral courage, was so frequently exhibited by him in his single handed fight against the Governor, Commissioners and all the influential residents in the West Indies, to put down the Black Market and to stop dishonesty in the Dockyard. On one occasion, after the Fleet had kept the sea for nearly three months continuously, he awaited the return of two frigates with stores from the Gibraltar Dockyard; stores with which he had intended to carry out a very necessary re-fit of his ships. You can well imagine his anger, when, on arrival, he was informed that in the Dockyard, there was neither paint, tar, canvas nor spars, it had all been dishonestly disposed of by Dockyard officials.

His eagerness, enthusiasm and a high sense of duty, could, when occasion demanded, induce a remarkable vitality that sustained him in circumstances that might have laid low, men of far more robust constitution. All his fever in the West Indies could not weaken his resolution to fight the Black Market. He won his single-handed fight by writing direct to the King and the Prime Minister.

His early training in seamanship received at the age of 12, laid the foundation of a knowledge of inshore navigation that was to stand him in good stead in later years.

In the art of keeping a fleet seaworthy and battleworthy that is perhaps the highest test of a good seaman, he had no equal.

During that famous long blockade at Toulon, he kept the fleet at sea for two years without going into harbour. From the 16th of June, 1803, until the 20th of July, 1805, he never once left the "Victory." Despite the shortage of food and water, lack of exercise and the inevitable monotony he described his ships as "the healthiest squadron I have ever served in, for the fact is we have no sick." Dr. Gillespie, the physician of the fleet writes, "after 20 months continuously at sea, we have but one man sick." To another Naval doctor he had written, "The great thing in all military service is health. It is far easier for an Officer to keep the men healthy than it is for a physician to cure them."

"To have kept your ships afloat, your rigging standing, your crews in health and spirits, is an effort such as was never realized in former times, nor I doubt will ever be repeated by any other Admiral." Those words,

written by a British Minister after the long blockade of Toulon ("my poor fellows have not had fresh meat or vegetables for nineteen weeks") epitomise one of the greatest tests of seamanship in wartime history and one that has never been repeated.

It was Nelson who worked his ship through the North Traverse to Quebec, to the utter astonishment of the pilot, and it was he who beat a large fleet through the Messina Straits, a test of seamanship never before or since attempted.

The tactical plain for each of his battles was a masterpiece. He had a more difficult task than his successors who command fast-moving fleets, because if his plan of approach had been faulty, it could not be remedied by signal. Once his ships were locked with the enemy he could do no more; no signals would be seen through the smoke of battle; ships with broken spars and tattered sails could not respond to orders.

His boldness and brilliance in all his battle plans, and his pre-eminence in maintaining the sea-worthiness and battle-worthiness of his ships, can always be a source of inspiration. From Captain Berry (Flag Officer of H.M.S. Vanguard at the Battle of the Nile) one can learn of the enormous thought and preparation that went into the battle plans. "It had been his practice during the whole of the cruise to have his Captains on board the "Vanguard" where he would fully explain his ideas of the different and best modes of attack upon falling in with the enemy, **whatever their position or situation might be, by day or by night.** There was no possible position in which they could be found that he did not take into his calculations; with the masterly ideas of their Admiral on the subject of Naval tactics, everyone in his squadron was most thoroughly acquainted. By which means, signals were almost unnecessary and much time was saved, and the attention of every Captain could be paid to his ship." Some magic must have guided Nelson's hand, as he pored over that chart of Aboukir Bay. But it was not the magic of a sudden inspiration. In his mind he carried the results of many reconnaissances and many hours of hard thinking formed his plan of battle. That chart was not a chart as we know them, but a crude drawing of the Bay, taken from a captured French prisoner. No soundings, no lights, no buoys or marks to warn of its many reefs and dangerous shoals. Captain Berry tells us that "The Admiral viewed all these hazards with the eye of a seaman; a seaman determined to attack."

The Copenhagen plan with its full instructions for every ship, was one of the most comprehensive ever issued in the era of sail. The first of the famous memoranda that laid down the principles for the tactics at Trafalgar, was

written six months before the battle. He left nothing to chance that could be humanly foreseen and therein lay one of the secrets of his pre-eminence.

So well did Nelson's Officers understand what was required of them, that when Lieutenant Pascoe hoisted Nelson's signal "England expects," it was Admiral Collingwood in "Royal Sovereign" who paid a tribute to Nelson's leadership when he remarked, "I wish Nelson would stop signalling; we all know exactly what we have to do."

Nelson, the son of the Burnham Thorpe parson, was a religious man, and immediately after the Battle of the Nile, he issued the following memorandum:—

"VANGUARD, off the mouth of the Nile.
2nd August, 1798.

"Almighty God having blessed His Majesty's arms with victory, the Admiral intends returning public Thanksgiving at 2 o'clock this day and recommends every ship to do the same."

Horatio Nelson.

This acknowledgment after the event is the complement of the famous prayer made before Trafalgar.

Captain Berry records how greatly impressed were the French prisoners, not from the religious viewpoint, but in admiration of the discipline which could render such proceedings possible, after a great victory amidst the confused aftermath of such a battle.

It was also natural to Nelson that he should issue a general order to the fleet, giving "his sincere and cordial thanks for their very gallant behaviour in this glorious battle."

Nelson died knowing that the fleet he had led into battle, and the men that he had loved, had won a great victory. The last sound he heard was the rumble of a broadside; his last order "Anchor, anchor" was that of a great seaman, who, even in the shadow of death, was fully aware of his responsibilities for the fleet, and whose sense of duty strove to overcome his ever-increasing weakness. His final words were, "Thank God I have done my duty."

LT.-CDR. G. C. HUDSON, M.B.E., R.C.N.



Cadet Revue of '53

FOLLOWING the precedent established last year on the East Coast and in years before on the West Coast, the Cadets in H. M. C. S. "STADACONA" set out to produce a "Cadet Revue" bigger and better than ever before.

Although some volunteers were taken before the 1st of July, it was not until the Cadets of Haida and Algonquin Divisions returned from the "Coronation Cruise" on July 6th that the show began to take shape. The dates of the performances were set for the 24th and 25th of July and Stadacona Auditorium was once again chosen as the locale.

Two weeks before the opening performance everything was moving at top speed. Cadet Marc de Goumois could be found every evening in the Auditorium rehearsing the twenty-five cadet voices that made up the choir. Sub-Lieutenant Dodds and Cadet Captain Langstroth were kept occupied with paper and pen writing songs and skits for the show. The costumes were being designed by Lt. (W) B. Crowther and Cadet Brennan was busy with hammer and saw constructing the very effective, although not elaborate flats and props.

At the same time the services of fifteen members of the Stadacona Band under the capable direction of Lt. Sunderland were made available to the show. The orchestra, thus formed, arranged their own music and despite the fact that time permitted only two rehearsals with choir and orchestra, they still succeeded in adding that necessary professional touch to the performances.

This year Cadets did not make up the whole cast of the Revue. A very charming and talented young lady, Wren "Chris" Pember joined the cast as piano accompanist for the choir and doubled as a French night club singer. The "Maid With the Million Men" (as she was called), besides being a big "hit" in the show, brought life to what might have otherwise been tedious and boring rehearsals.

Under the direction and production of Lt.-Cdr. Crilly all this material was brought together to make up a show that kept a capacity audience crying with laughter one minute and moved with patriotism and loyalty the next.

It was decided that the show would portray the life of Cadets leaving their home divisions, travelling to Stadacona for their summer training and then embarking on board ship for a southern cruise to Bermuda. Thus we find the

opening scene taking place on a Vancouver railway station platform where the Cadets have gathered to journey to Halifax. However, one "very British" Cadet feels that they should go to Mandalay or "The British Far East." This discussion led into the Glee Club singing a very rousing version of, "On the Road to Mandalay" accompanied by the full orchestra.

A singing waiter quartet opened scene two as Cadets Stackhouse, Bacon, Pearson, and Rumball delighted the audience with two numbers in close harmony. During the journey we saw "Langstroth and Dodds" acting as senior Cadet Captains explaining naval routine to the bewildered "first year Types." A dining-car divisions skit, with Langstroth imitating the visiting Admirals proved to be the comic highlight of the production.

After the Cadets visited Toronto to attend a "moosical lesson" and then Montreal for a tour of the night clubs, we find them at the opening of Act II, discussing the differences between "women," "girls" and "babies" (not to be confused with "babes"). To conclude this skit Cadet Captain Millman acting as a married family man, explained his woes in a solo number, "Where Is the Life That Late I Led."

What was considered by many to be the highlight of the musical "Revue of '53" followed in the next scene, when the audience were treated to the full chorus singing several vivid selections, both in French and in English. Climaxing this "quarter-deck scene" the glee club and orchestra combined to give a very beautiful rendition of an old song, "Dear Land of Home."

To end the show on a lighter note several "siesta-ing" cadets formed the background to a tropical scene with "Langstroth and Dodds" portraying two southern minstrels singing several familiar calypsos.

The finale, containing everything from a passionate love scene to a group of very scantily dressed Cadets in a can-can line, left the audience in gales of laughter and as they left the Auditorium many of the songs in the show could be heard as the crowds hummed in the hallway.

The Cadets in the cast worked hard to put on a good "Revue," but were well rewarded by the companionship and experience gained. If the Cadets next year are able to produce as good a show as this year's, they will be doing very well indeed.

Cadet Revue of '53

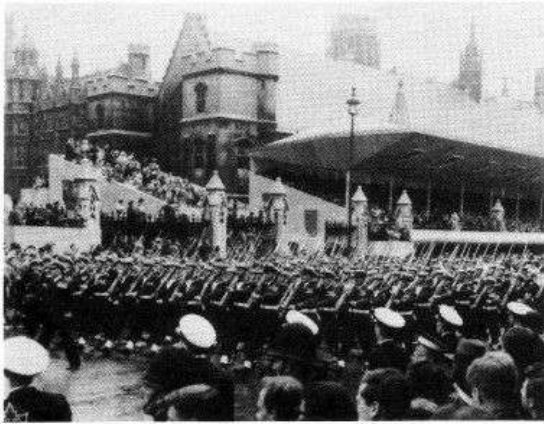


Coronation Cruise in H.M.C.S. MAGNIFICENT



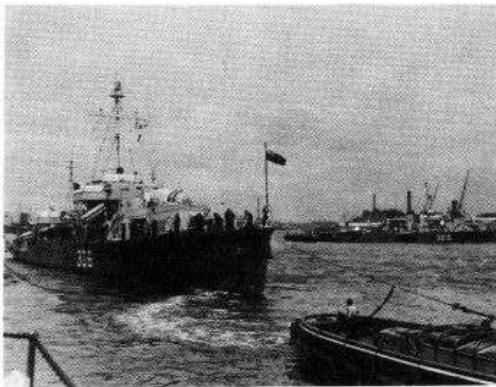
We sailed in early May, in H. M. C. S.. "MAGNIFICENT," eleven mighty surprised and overjoyed Cadets. "Coronation, here we come!" was the cry. With greatest good luck we'd been chosen to take our sea training as Cadets (E) and (L), in "Maggie" as a part of the Coronation Squadron of five ships, representing Canada on the occasion of the Crowning of our Queen.

The trip passed quickly as we dug into our combined course in the equipment and procedure of the Engineroom and Electrical branches, in particular, and the operation of an aircraft carrier in general. Under the guidance of our Technical Training Officer Lieutenant (E) F. C. MOORE, we traced steam lines and electrical circuits, with the much appreciated assistance of the men and officers of our ship.

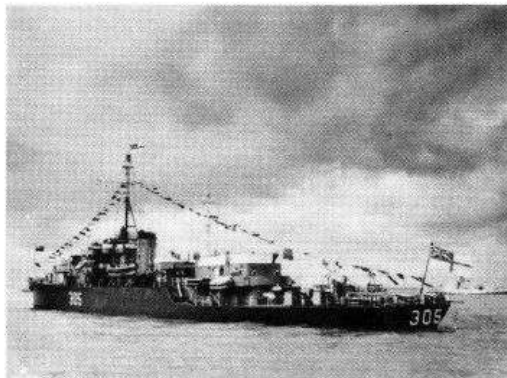


"Magnificent" anchored in the Solent after a ten-day crossing in calm and foggy weather, and we soon were free to visit our British cousins ashore. On our first leave we caught the train for, of course, Waterloo and London. The ancient town was found to be full of the great event, her trees and buildings half hidden behind the miles of stands and decorations, as lost in preparation and anticipation as a girl before her first formal dance.

We spread out from Canada House, our headquarters in Britain, to visit many of the famous as well as infamous spots of the old city, from the Tower to the Windmill, discovering also the many pretty squares and parks off the main streets.



The rest of the Island was not neglected, for we ranged as far as Scotland on our generous leaves, finding it all as lovely and as interesting as we'd expected. Flying exercises for the ship brought us to the beautiful south coast resort town, Torquay, on Torbay, to anchor for the week-end.



Returning to Portsmouth, we went alongside and began to investigate the old and famous port. Along with sightseeing we enjoyed the privileges of the Nuffield Officers' Club and the company of new-found English friends. As elsewhere, we found ourselves welcome guests among our cousins, instead of being foreigners in a strange land.

The great day of the Coronation saw some of us in London to use the seats on the Mall that we'd scrounged, and the rest remaining aboard to toast the Queen. In London the

crowds and the processions were truly memorable and splendid, as the Commonwealth, and apparently, most of the world, paid homage to the young Queen, cheered her, and prayed for her happiness. Aboard "Maggie," as in all Her Majesty's ships and establishments "Splicing the Mainbrace" was the order of the day, and according to reports, was carried out in the best traditions.

The next two weeks of life on Magnificent were spent on courses, journals and leave, as we learned further the intricacies of our departmental duties. We also enjoyed shows in London and explorations into Southern England. Then we took our position among the assembling ships for the Spithead Review. The waters of the Solent were soon crowded with the miles of warships from the Navies of the world. Among the hundreds rode the smart vessels of our RCN, distinctive by their paint work and the red glow of the Maple Leaf on their funnels.

Monday found the Fleet immaculately painted and shined, squared away for the review by Her Majesty. H.M.S. Surprise, wearing the Royal Standard of the Queen, was met by

a twenty-one gun salute from the warships of her Navies, and followed by three cheers as it passed down the lines. The ships' companies, manning their ships in their best turnout, did Her Majesty proud with their shouts.

On Wednesday we left the anchorage for home, with many pleasant memories of the friends of many nations made ashore, and aboard, during the many social visits that enabled us to exchange views and information with our opposite numbers in the Gunrooms of the many ships about us. With us we took varied expressions in the languages of the Scandinavians, Netherlanders and Latins met during the social life of the anchorage. The eleven of us learned a great deal beyond our courses, as well as having the opportunity to see the crowning of our Monarch.

A rough trip (very rough, if the opinions of some Cadets is to be taken), brought us again to Halifax and home, and soon we were back again to the life of Stadacona, full of tales of life aboard and ashore, and with many pleasant and enduring memories of our seven wonderful weeks in "Maggie."

SPITHEAD REVIEW 1953

From dawn to dusk, the days preceding June 15th were filled with feverish preparation for the approaching review of the assembled Commonwealth Navies of the world by Her Majesty the Queen. Every ship of the great armada was scrubbed, painted and polished until it gleamed. None would be outdone by the others. The Queen would see her navy at its best or the navy would know the reason why.

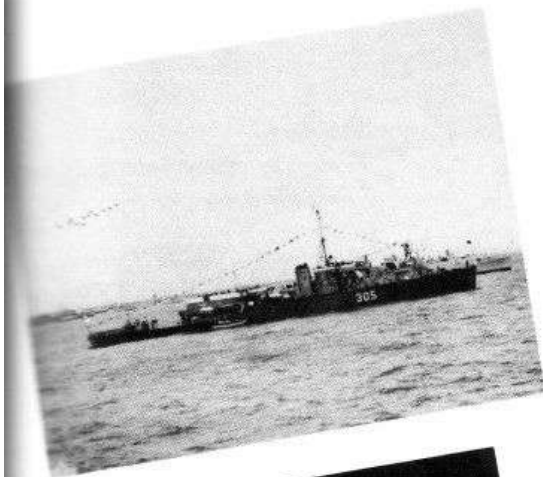
Finally the great day arrived and with an air of tense expectation every ship from the smallest tug to the largest battleship was in its appointed place and prepared to meet their Sovereign.

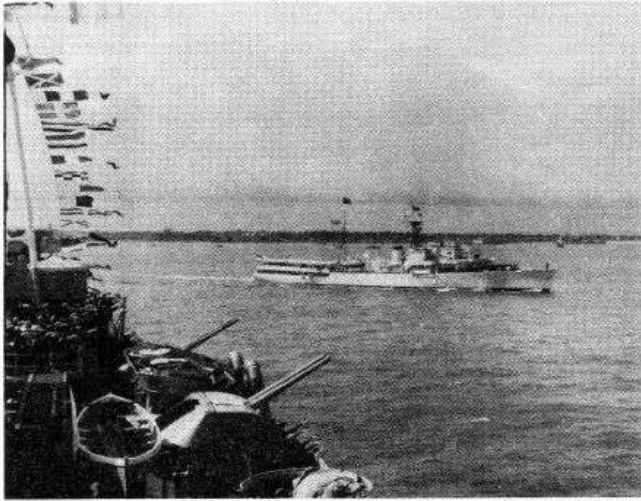
With the sun finally breaking through the stubborn clouds and the great guns booming out their salute, H.M.S. "SURPRISE" began wending her way up and down the long rows of waiting ships receiving from each, as she passed, three rousing cheers. One could not help but sense a thrill in being part of such a display of loyalty and devotion.

As the last ship cheered Her Majesty and the naval review came to an end all eyes were lifted skywards as the air force staged their flypast. Watching wave after wave of aircraft pass overhead one could visualize what a tremendous job it must have been successfully getting so many planes into the air at the same time.

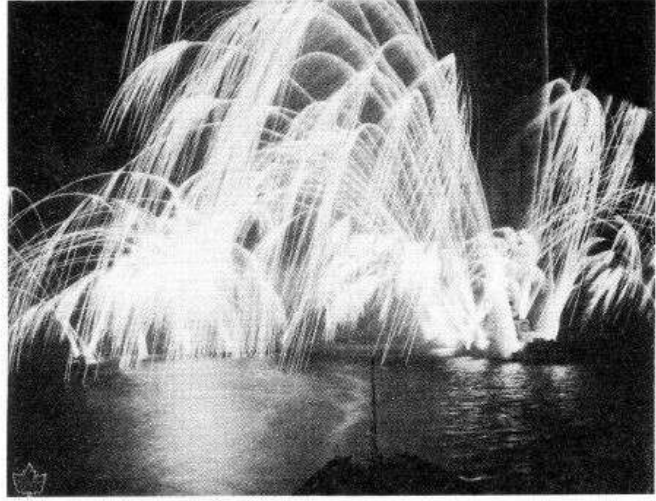
As night fell each ship was darkened in preparation for the grand finale. The electricians spent long hours in stringing lights along the leading edges of their respective ships. Switches and wiring had been checked again and again so there would be no slip up when the time came. At last the signal was received and every ship was illuminated simultaneously creating a breathtaking view of almost unbelievable beauty. Then the night sky was lit by a tremendous display of fireworks which acted as a climax to that memorable day.

Spithead will not soon be forgotten and those who took part in that great review have the satisfaction of knowing that it was a job well done.



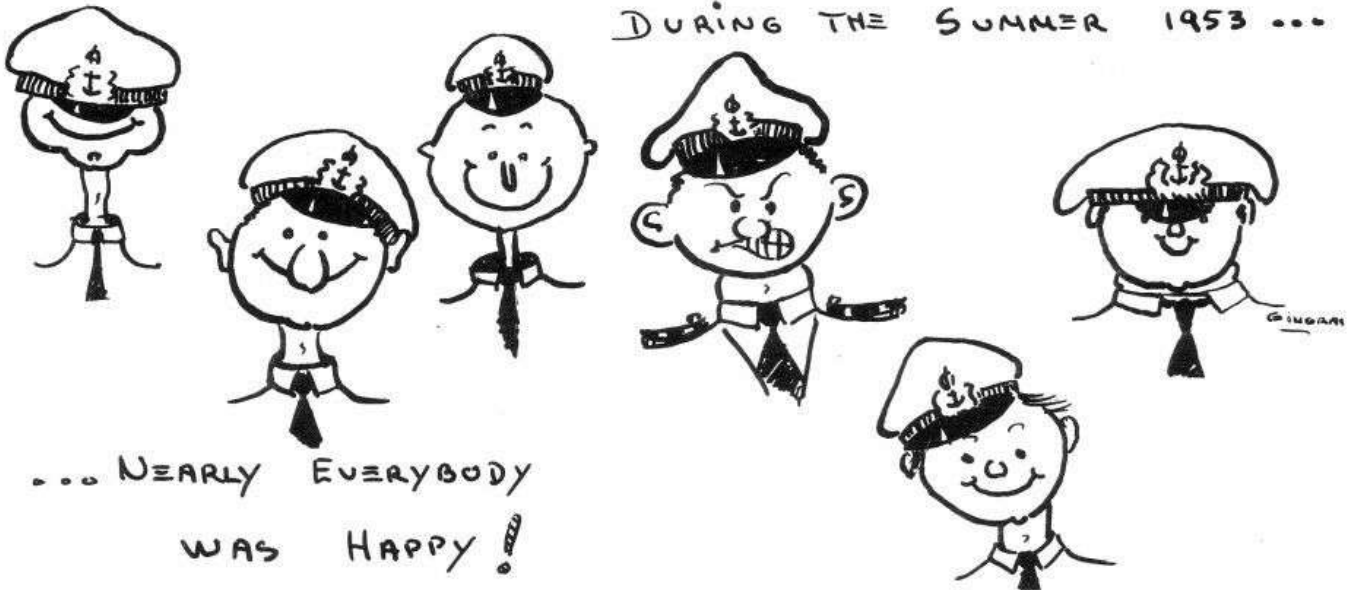


"SURPRISE" IS CHERED BY QUEBEC SHIP'S COMPANY

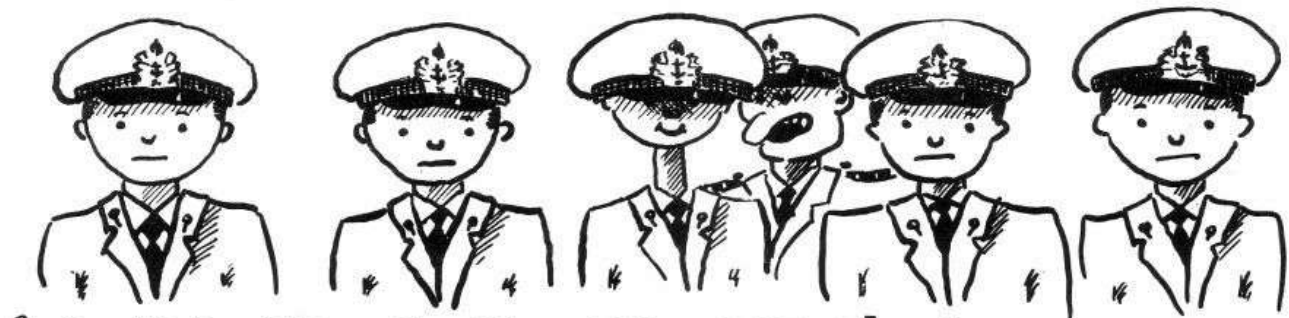


FIREWORKS AT SPITHEAD SEEN FROM "QUEBEC"

DURING THE SUMMER 1953 ...



... NEARLY EVERYBODY WAS HAPPY!



AND FOR THE TENTH AND LAST TIME:

WHO TOOK CADET SMITH'S CAP...?
HUM? WHO?!
WHO?!
WHO?!

BAND

The Cadet Bugle Band of 1953 is one that will remain in a lot of eardrums as well as memories. The problem of keeping step, and at 120 to the minute, was aptly solved this summer by a group of so-called musicians of all branches. It was not possible to vary the repertoire to any great degree due to the constant state of flux at which the Unit operated, but actually, some of the performances were commended.

A small nucleus of last year's bandmen were available but again it was largely a building plan. We had an opportunity to form a massed ensemble of both RTE and Royal Roads and performed in the Coronation Day celebration in Victoria. Two bugle sections of different key gave no relief to the musicians in chief command. Three or four tunes each were finally settled on and our spirited body marched through town without a hitch.

Divisions both ceremonial and otherwise were the major task of the band. There were also duty buglers picked from the "cream of the crop" to delight the Cadets with their artistry

at 0630 and other required assignments. Practising in the blocks was ruled out early in the season as the number of migraine headaches at sickbay multiplied. The little events, too, left vivid impressions, such as the small group of stalwarts that marched through the blocks one morning in miscellaneous regalia—turned out, they kept on marching, much to the amusement of the rudely awakened mass. Remember the time the RTE band forgot the marchpast and played colours while passing the reviewing stand?—"lest we forget."

To mention names of those who contributed much would be too lengthy, as so many gave so much to the common cause—Music (?). The number of Cadets who picked up drums and bugles for the first time deserve a vote of thanks as we never would have reached standard without them. As we pack our seabags, and trudge wearily back to the land of the happy Civvy, never again to hear the strains of "King Eddy" and "Something About a Sailor" wafting over the parade square, there is a thought that bears mention — If the Navy won't have us, perhaps J. C. Petrillo will!



.....THOSE 1903 BAYONETS.....!

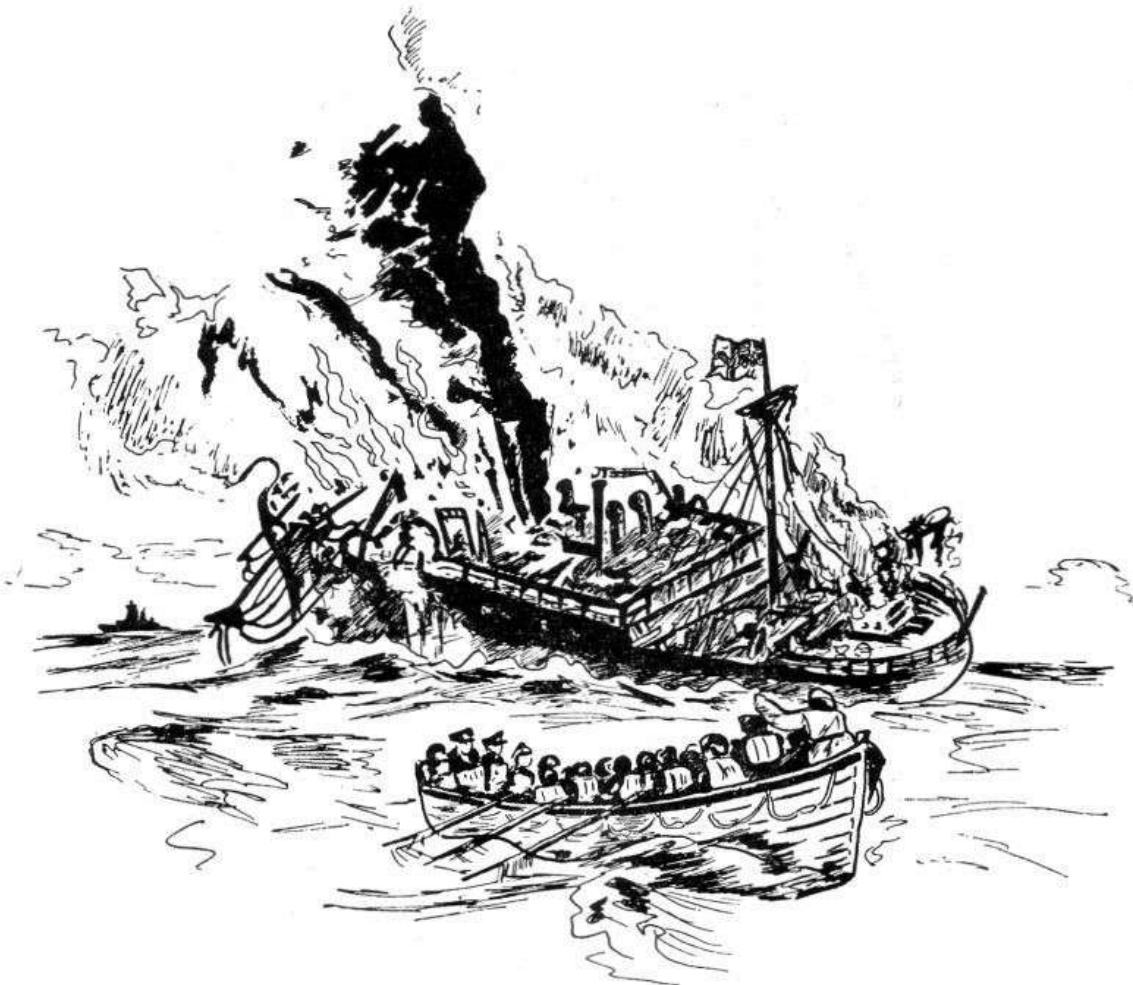
THE “Epic of The Jervis Bay”

AMONG the heroic deeds of the second World War, the epic of the *Jervis Bay* must stand high in the eyes of seamen and sailors everywhere.

The *Jervis Bay*, a passenger liner of some 14,000 tons, had a regular run from the United Kingdom to Australia. On the outbreak of war, she was requisitioned, converted as an armed merchant cruiser and sent out to protect the convoys that were bringing supplies to the island fortress.

They had the ship; they had guns—of sorts:—what of the men? Commanded by Capt. Fogarty Fegen, R.N., the *Jervis Bay*, now proudly flying the White Ensign, was manned by a motley crew from the R.N.R., R.F.R., and the R.N.V.R. These were the heroes who were to sail in this onetime liner to a triumphant death against impossible odds.

After long and uneventful periods at sea, her hour finally came. In November, 1940, her eastbound convoy was attacked by the German



pocket Battleship *Admiral Scheer*. With reckless bravery, Captain Fegen, ordering the convoy to scatter, steamed right into the guns of the Battleship. So successful was his manoeuver in drawing the enemy fire that of the thirty-seven ships in the convoy, thirty-three reached port in safety.

The *Jervis Bay* was well known to many Canadians, for she made frequent calls at the East Coast ports. These extracts are taken from a commemorative poem by Michael Thwaites—himself a naval officer:

On either side of the *Jervis Bay* the convoy was dipping,
And the Captain as he paced the bridge paused, one hand gripping
A stanchion, to study them against the amber rim
Of sky—the ships whose safety was entrusted to him.
They spread, a broad battalion, massed in columns nine abreast,
There *Trewellard*, *Cornish City*, *San Demitrio*—North-by-West
Was it smoke or cloud?—*Castillian*, *Rangitiki*, and the rest.
Satisfied, he turned to go below; when a sudden gleam
Flickered in the north, a shout from the lookout, "Ship on the port beam,"

.....
... the smudge on the horizon shimmers into shape, and is the *Admiral Scheer*.

The telegraph clangs to "Full ahead." Her great heart pounding,
The *Jervis Bay* trembles and serges forward, sounding
The alarm on her siren A salvo of shell
Roars in the sea—one, two, three—by the *Rangitiki's* bow
As she twists in flight. Already they have found her line. And now
A salvo spouts alongside—the iron jaws are closing
On the vulnerable spine. Now the convoy are nosing
East, south, west, away fanwise are scattering,
But the shells fall like drops in thunder ominously pattering,
And Captain Fegen had that day a second, or maybe two,
As he stood on the bridge of the *Jervis Bay*, to choose what he would do.
Astern of him the convoy, labouring heavily in flight,
And one long hour till they could win the cover of the night.
To port the Nazi battleship, with nine eleven-inch guns
Three over three in turrets ranged to hurl their angry tons
Of blasting steel across the miles his guns could never span,
With twice his speed, with a Naval crew, trained, expert to a man,
With armour-plated sides and deck, a warship through and through,
The pride of the German builder's craft. All this Fegen knew.
Knew his foeman as he came in overmastering might,
Knew there was no hope at all in such unequal fight,
Knew his own unarmoured sides, his few old six-inch guns,
His fourteen meagre knots, his men, their country's sturdy sons,
But hasty-trained and still untried in the shock and din of action.
To starboard were the merchantmen, and he was their protection.

.....



"Hard-a-port" and "Hard-a-port, sir." The white spray flying,
She heeled and turned and steadied her course for where the foe was lying,
And not a man but knew the fate that he had turned to meet
And yet was stirred to fight till death and never know retreat,
"Salvoes, fire." Her guns speak, but they are old and worn,
The shots fall in the water short. The raider as in scorn
Keeps his fire on the convoy still, now veiled in smoke, now clear,
But the *Jervis Bay* is closing fast and her shots are creeping near.
And now he swings on her his turrets, as a thief surprised might turn.
His anger thunders near, ahead. She trembles from stem to stern.
A flash and she staggers, as through her egg-shell plates
Tear the eleven-inch projectiles, malevolent as the Fates.
And smoke pouring and the wreckage flying as the shells fall like rain,
But she fights, and the convoy are scattering fast, and every minute is gain.
"Am closing the enemy," Fegen signals. She heaves, and is hit again.

.....
Now the *Jervis Bay* is ablaze. The fo'c'sle is blown away,
Splinters rive her decks to ribbons and bury her under spray,
And her burning hull as she plunged on was a bright torch that day.
She shudders. With the clearing smoke her main bridge is gone,
And Fegen's arm is a shredded stump, and he fights on.
He staggers aft to the docking bridge. Another blinding blast.
The Ensign down. "Another Ensign! Nail it to the mast."
A seaman climbs and nails it there, where the House Flag used to fly.
And there it speaks defiance to the shaker of the sky.
He strives to climb the after bridge, but it is unavailing,
One arm and half the shoulder gone, and strength fast failing.
But there is still the after gun that he can bring to bear.
"Independent fire!" he cries, as heaves into the air
The after bridge. He lives and staggers forrard again, before
The rolling smoke envelops him, and he is seen no more.

Now her engines had ceased to turn, but still the shells came pouring,
Till with a roar her boilers burst, and the white steam went soaring
Away to the sky. Her back was broken and she was settling fast,
And the fire blazed, and the smoke-pall brooded like a banyan vast,
But still the torn Ensign flew from the black stump mast,
And the after gun was firing still and asking no quarter
When the hot barrel hissed into the wild grey water.

But now thick night was over the sea, and a wind from the west blew keen,
And the hopeless waters tossed their heads where the *Jervis Bay* had been,
And the raider was lost in the rain and the night, and low clouds hid
the seas,

But high above sea and storm and cloud appeared the galaxies,
And the big stars called the little stars that had not dared to peep,
And all the stars of heaven came out across the heaving deep,
And they shone bright over the good shepherd of sheep.

THE MEDICAL CADETS

The medical cadets spent a busy and an interesting summer. The departments in which we have worked and the types of job that we did, covered a large range.

R.C.N.H. NADEN was more or less home base for us. For several months a medical survey has been in progress during which time nearly eighteen hundred officers and men were given extensive examinations. For much of the time the survey was done almost entirely by the medical cadets. As a result, we have all become quite adept at letting blood and prodding patients with needles. Besides the survey, there was always a cadet in the operating room, the laboratory, the X-ray department and on the wards.

In Victoria a few of the cadets spent several weeks in the various hospitals working as internes in emergency and other departments or employed in the histology, haematology, urinalysis and other laboratories. On Saturday mornings the medical cadets received three lectures, each an hour in length, dealing with disorders of both a physical and a psychological nature. We were grateful to the doctors who devoted their time to giving us these lectures, which were a vital part of our training and of great use to us.

Five medical cadets went on the cruises this summer and although they were required to take executive training they managed also to be of use in treating the wounds inflicted by falls down hatches and the spilling of boiling fat on the cooks' arms.

Twice during the summer a Medical Luncheon was held which the doctors and cadets attended. As an after-dinner speaker at the first luncheon Dr. West spoke on "Head Injuries and Their Treatments." At the second luncheon Dr. MacWilliam spoke on "The Nose and Its Ailments."

At various times during the summer the medical cadets have had the opportunity of being present at post mortems in the city hospitals. They have also been in attendance to watch electro-therapy in the psychiatric wards.

At 1900 every evening at R.T.E. the pipe "Sick Parade to muster; duty medical cadet to muster," is heard. Most of the casualties at sick

parade are of a minor nature, and the duty cadet is able to patch up the scratches and dose out the 222's without a hitch.

The duty cadet is on call during the night also. On more than one night he has been shaken and asked to look after a suffering fellow cadet.

The medical cadets have, during the summer months, gained much of the practical experience which it is essential that they have and which is omitted in the curricula of the universities until the later years of study in medicine. The summer's training has been valuable to the cadets in that they can now confidently and efficiently carry out the duties expected of them and these two qualities—confidence and efficiency are invaluable to a doctor and a naval officer.



"You are, Sir? Well, fancy that! I'm a Canadian Security Guard."

SUPPLY TRAINING

Those cadets who were able to go on the first cruise proved to be very fortunate. The training on board the "Beacon Hill" and the "Antigonish" in the different Supply departments turned out to be a valuable asset in the course to come.

The various divisions concerned were:— Ship's Office, Victualling Stores, Naval Stores, and the Galley. Every Supply Cadet spent an average of eight days in each of the above. Opportunities were many, for as we cheerfully scrubbed, chipped and painted the decks, we were able to scan the wastebaskets and pick up valuable bits of information. After three weeks of this intense instruction, one Cadet managed to put his cookery skill to work. He mixed rice pudding with the curry in the main course then complained because of the lack of duff.

When our 21 days at Bedwell Harbour were finally over, we were rewarded with two glorious days in Long Beach. In summary, we all found the sea training invaluable in our supply work and feel that without it we would

have far less understanding of this very vital branch.

For many second year cadets, the Blue boat served as their only source of sea time. Approximately 39 started the six-week term, some terminated early but the majority stayed on to the bitter end of Exams. Two final exams were scheduled early due to the difficulty of acquiring instructors. Six subjects were covered with a minimum of details—Regulations, Naval Discipline, General Stores, Accounting, Victualling, and Pay Cash. Extra periods were occasionally arranged because of the high intensity of covering so broad a course in so short a period. This was one period of our training where the pressure was on. Passing or not meant stop or go to the budding Naval careers.

As the results came out, the worries of most were relieved. After the Exams the class was introduced to H.M.C. Cookery School, where we fully investigated the problems involved in feeding the fleet. For most, the summer has proved not only an education but an enjoyable interlude in the year's work at school.

Maurice Carmichael

SILVERSMITH

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Racing a Service Dinghy

THE ESSENCE OF RACING is the fact that no one is so good that he can't be beaten, and no one is so poor that he doesn't stand a chance. The suggestions which I put forth are only from my own fairly successful experience in service dinghy racing. I know that many sailors will disagree violently with opinions I present. But sailing holds many variables, and this I expect.

Space limits me to very brief explanations. Essentially the boat must be in good racing condition, the sails must be well cut, and the skipper must be experienced. Little can be attained without a crew member whose sailing knowledge is at least average. It is practically hopeless to expect a skipper to concentrate on the race with a crew whose interest is little and whose knowledge prevents him from taking any concrete steps to adjust the trim of the boat and sails, or observe various tactics of boats that are close behind.

Unfortunately, cadets who participate in Service Regattas are usually presented with a dinghy, and then are expected to make the best of it in the time allotted. Most dinghies are fairly well maintained. However, a dinghy which has been mistreated and poorly handled is an impossible handicap to even the best of skippers. During one regatta I managed to draw a boat, in which the light of day streamed through the bottom of the transom. Any weight in the stern initiated the source of bubbling river which swirled in a fascinating pattern over the floor boards. For the remainder of the race, using the hiking stick, the crew and I huddled about the mast.

The sails are of utmost importance. Here again the cadet is handicapped, as the sails are usually a part of one boat's equipment—and once you have been assigned a boat you are stuck. If possible, try to avoid racing with the heavy, canvas sails, which a number of dinghies possess. Locate, if possible, the lighter, cotton sails which are more sensitive in light winds and certainly strong enough for use in heavy winds.

If the sails are poorly cut there is very little one can do about it. Often the trim can be improved by altering the tension of peak halyard. This must be adjusted through the personal experience of the skipper. One cannot be expected to climb into a boat, and after sailing about the harbour for short while, know whether the sails are trimmed properly. The only suggestion I can offer here is to find another dinghy to brush with on various tacks, enabling you to discover your boat's major weaknesses.

The rigging of the dinghy is fairly simple. Keep in mind that the forestay must be taut, otherwise the dinghy will be unable to point to windward. One difficulty which most dinghy sailors encounter is the problem of positioning the jib sheet leads. The important point here, I think, is to keep the leach slightly tighter than the foot. Probably the best angle for the sheet is at right angles from a line projected to the luff.

Here is where the knowledge of the crew is invaluable. His ability to concentrate his attention to the set of the jib can make a great difference in the performance of the boat.

The main sheet should be handled by the skipper. Not only does it allow the crew a free hand but it permits the skipper to develop a certain feel of the boat, thus enabling him to hold the boat on the trim he desires. Do not harden the main in tight on the beat. Firstly, adjust your jib so that it is pulling at its maximum, then slack off the main sheet to a point where it is still pulling while the jib is full. When heading into the wind, the jib should break just a fraction before the main.

The trim of the dinghy will be a deciding factor in racing. Contrary to the opinions of most skippers, I believe that a dinghy should be slightly heeled at all times—par-

ticularly in light breezes. This means that both skipper and crew should be sitting on the leeward side—with one ready to move up during a puff. Heeling may present more of the hull to the water, but it assists the set of sails, and even a breath will move the boat. Whereas a boat on even keel will use a slight puff to set the sails. In a stronger breeze, the boat should at all times be kept heeled at a constant angle—about ten degrees off the perpendicular. The continual motion, allowing the boat to be knocked over, then returning to an even keel, will reduce her speed considerably. To prevent this, the skipper should endeavour to spill the wind from his mainsail, while keeping the jib full. A slight luff will not hinder the boat's speed, also as a gust hits you, point higher. This hinders the main from running out. The sail will break just enough to keep you balanced. As the gust passes over, bear off enough to maintain your normal course. In this way, the gusts will take you to windward, at the same time attaining maximum speed.

I have found, while tacking, that moving the weight forward (crew behind the mast thwart and the skipper on the center thwart), promotes the best distribution for racing the dinghy. In a light wind a little leeward helm exists, but can be adjusted by the skipper shifting across the thwart to the weather side.

From his position on the lower side of the boat, the crew can handle the jib with greater efficiency. As the breeze strengthens, the skipper can shift quite easily to weather side. Wind pennants are an absolute necessity, and should be tied to the side stays about 3 to 4 feet off the deck—enabling the skipper to observe their action from the low side. As long as the tell tales are watched closely, especially in light weather, the skipper can sail by the jib—being careful not to permit the jib to luff.

With a light or moderate wind abaft the beam, whether on a reach or a run, I prefer to keep the weight slightly forward. This prevents suction from behind the transom. The bow is shaped so that it pushes very little water at this angle. In a stronger wind, however, it is good idea to keep the weight a little aft so that the bow will not bury. If the boat has taken any water during the beat to the windward mark, do not attempt to bail while planing with a following breeze. Small boats have a suppressed desire to play 90 degrees submarine, and with a crew member too far forward, the result may be disastrous. Head up into the wind momentarily prior to rounding the mark, and bail what water you can—as quickly as possible.

If the crew is capable of setting the jib on the run down, pulling up enough center board to relieve weather helm, and sit in a position so as to balance the boat. Ask politely if he would mind holding the boom down—enabling the sail to prevent a more effective surface to the wind.

The center-board, when beating to windward, should be down to its fullest extent—with some minor adjustments to suit individual boats. Do not overdo the raising of the board on a reach, as the boat will tend to drift sideways, causing more drag than advantage. On the run, the board can be raised the full distance, except, of course, in a strong wind where it should be down at least half way.

In this article I have attempted to present a few sailing technicalities which may benefit the novice. Undoubtedly, many will discover little in the way of alterations which will get more from the dinghy. However, nothing will be gained unless the individual practices constantly. In sailing, as in other sports, experience, under all conditions, is the only teacher. Record past experiences, and practice all racing tactics (starting, rounding marks, luffing matches). These past records, including your mistakes, will assist you in future competition. Good luck and good sailing!

ST. JEAN-BAPTISTE

Dans notre Marine, il existe une coutume de célébrer toute fête digne de mention. Pour nous, Cadets de langue française, la Saint Jean Baptiste demeure une des plus importantes. Même si elle n'est pas reconnue officiellement dans les forces armées, elle n'en est pas moins royalement célébrée.

Ce jour, que nous honorons, fournit, aux Canadiens d'origine française de la province de Québec comme aux autres, où qu'ils soient dans le monde, une occasion particulièrement favorable de méditer, sur les devoirs qui nous incombent; devoirs de patriotisme à l'égard de notre nation. Mais, réfléchir sur ses responsabilités patriotiques, n'empêche nullement une personne de participer aux joies et plaisirs que la fête de leur patron apporte.

Vingt-quatre de juin, jour à jamais mémorable dans les annales de notre "Gunroom." Nous disons "ce 24" puisque la célébration commença le matin pour ne terminer que tard dans la soirée.

Tout d'abord une Grand'Messe fut offerte dans l'humble chapelle, rehaussée par de magnifiques cantiques chantés en français. L'après-midi fut marquée d'un "Cocktail" et, dans l'assistance nous comptons plusieurs personnalités navales et civiles. Mentionnons l'Admiral Bidwell (F.O.A.C.), le Commodore Tisdall, les Commandants O'Brien et Peacock, le Consul de France à Halifax ainsi que tous les Officiers du "Reserve Training Establishment." Les Cadets seniors fermaient la liste d'invités.

La réception s'ouvrit officiellement par un court message de bienvenue donné par le Cadet B. Côté. Il signala l'essor remarquable de l'élément français actuellement dans la Marine Canadienne. Il vanta, non sans raison, l'harmonie qui existe entre les deux éléments en gardant nos caractéristiques les plus chères. "Le vingtième siècle nous a appris, dit-il, à vivre unis comme des frères; frères dans cette grande famille qu'est le Canada." En terminant il invita le Commandant des Cadets, "Commander Peacock" à formuler quelques mots. A ce dernier, nous devons un cordial merci pour avoir prononcé son allocution dans un harmonieux français. Puis Monsieur le Consul adressa un message de félicitations pour notre tenacité et notre fierté envers la langue maternelle.

Et comme clôture, la jeunesse Canadienne, tant française qu'anglaise, partagea les joies d'une danse. Le tout fut accompagné de temps à autre de mille et un échos de nos airs folkloriques.

Cadet Ball 1953

This year it was decided to shift the Cadet Ball to Royal Roads as it was felt that the atmosphere that could be built up there was far greater than that available elsewhere.

Everyone is agreed that this was a most successful move and a delightful time was enjoyed by all. The committee arranged for the lavish decorations which just added the necessary Naval theme. On arrival at the Cadet Block, cadets and their ladies were saluted by a smartly turned out guard. After passing through the receiving line, they started to dance on the quarter-deck to the music of the famous Naden band. The floor was soon covered with dancing couples. At the intermission, everyone

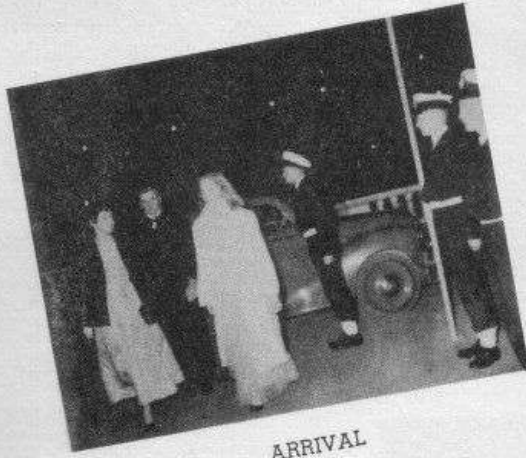


made their way into the mess to be greeted by the sight of a spread reminiscent of medieval feasts. It was indeed magnificent and the Chief Steward is to be congratulated on his culinary art.

After the break, dancing recommenced at an even faster pace than before, and the sight of Lt. Cowan "whooping it up" in his own inimitable way was delightful. Alas the dance ended all too soon and regrettably the Cadets and guests took their leave, many for the last time from the hallowed halls of this famous place, many to end the night at private parties. All are agreed that this was a wonderful evening and those returning next year can but hope that the dance then will be as successful.



Cadet Ball 1953



ARRIVAL

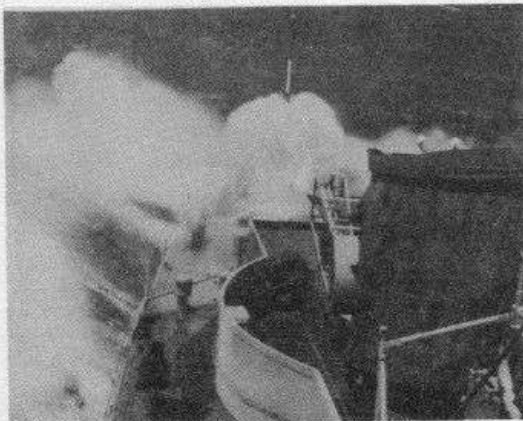
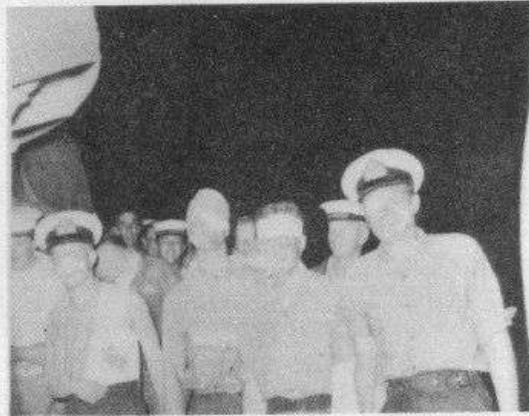
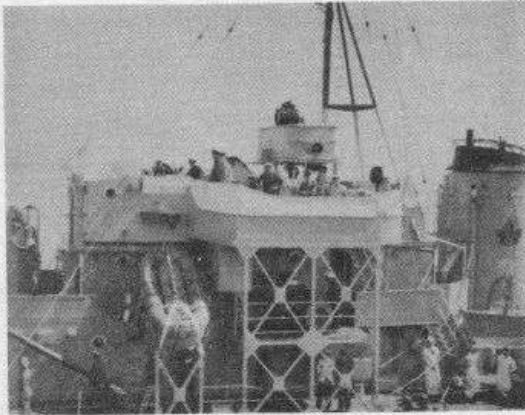


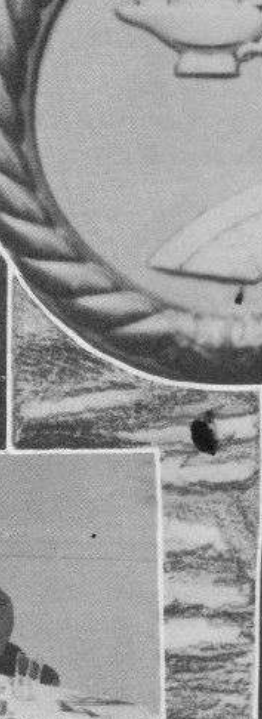
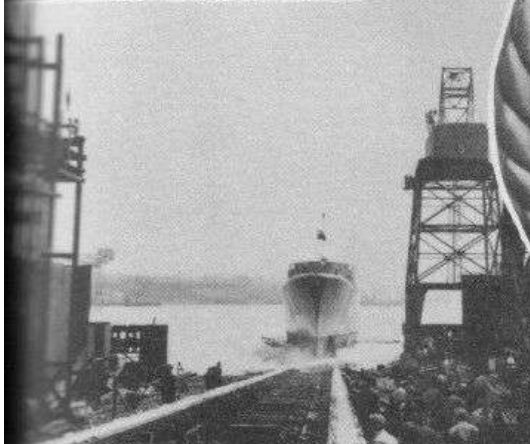
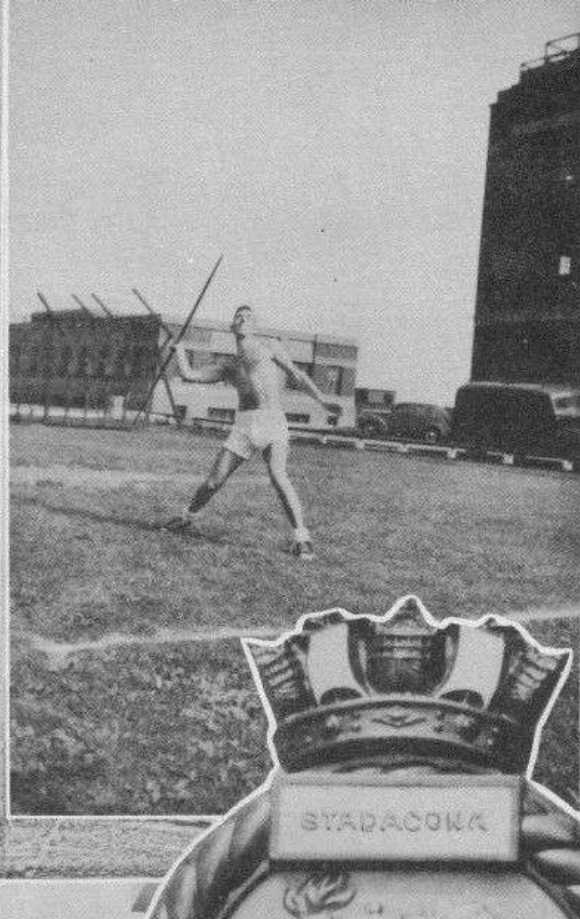
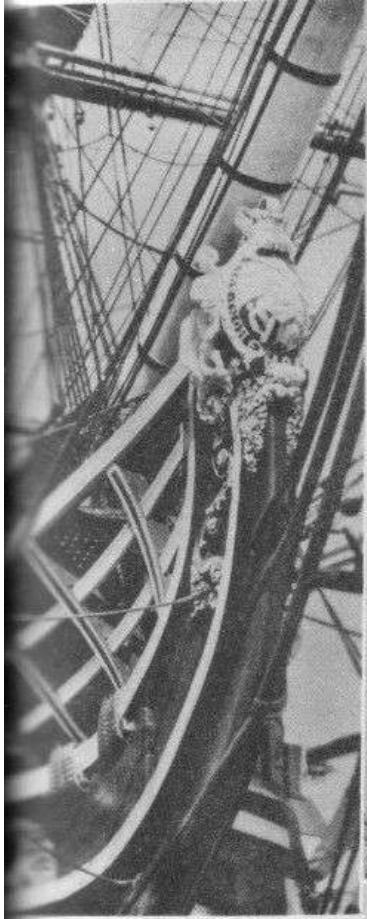
NOW LISTEN .



BUFFET SUPPER

Cruise Baker





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Coronation Day Parade . . . Victoria



Any fears of rain for the Coronation Day celebrations were quickly dispelled by the brilliant sunshine which flooded Victoria on June 2nd.

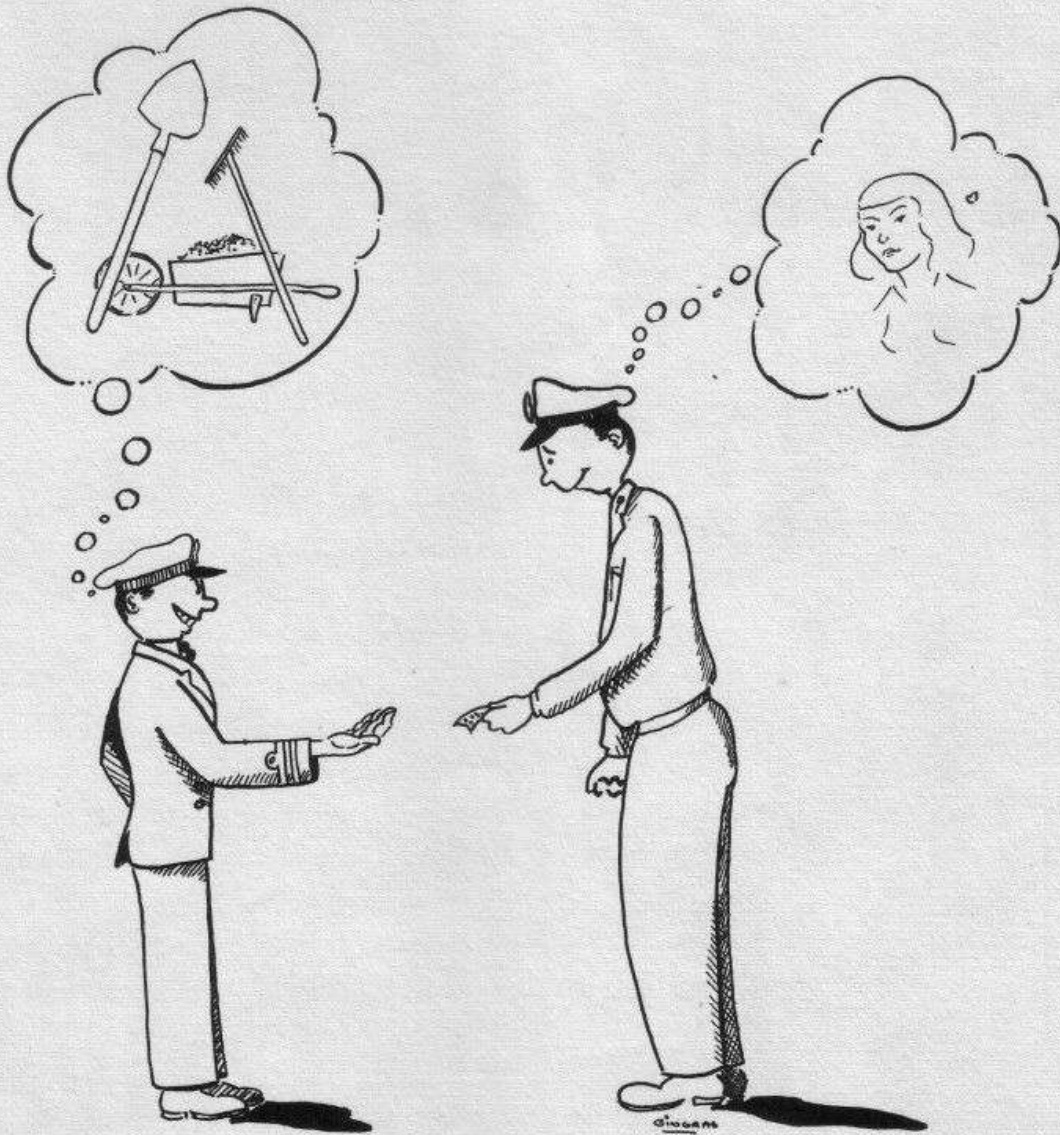
After some hasty brushing we fell in to wait for the trucks to take us to Pembroke and Cook Streets which was to be the rendezvous. We were one of the first to arrive and thoroughly enjoyed seeing the rest of the parade march up to take their places in line. It proved to be the last of the parade we saw. There were no foreign ships so we were at the head of the parade, followed by the Army, Air Force, Mounties, drill teams, floats and many other assorted marchers; all joined by one desire—to put on a good show. And this desire was attained, judging by the applause that rose from the crowds which lined the streets, 15 deep in parts. Marching through the city we reached Beacon Hill Park where we were stood easy and participated in a short but moving service followed by an impressive flag-raising ceremony. At the conclusion of this parade we left for Royal Roads and happily arrived there, tired but with the knowledge that we had helped to bring a portion of the celebrations in London to Victoria.



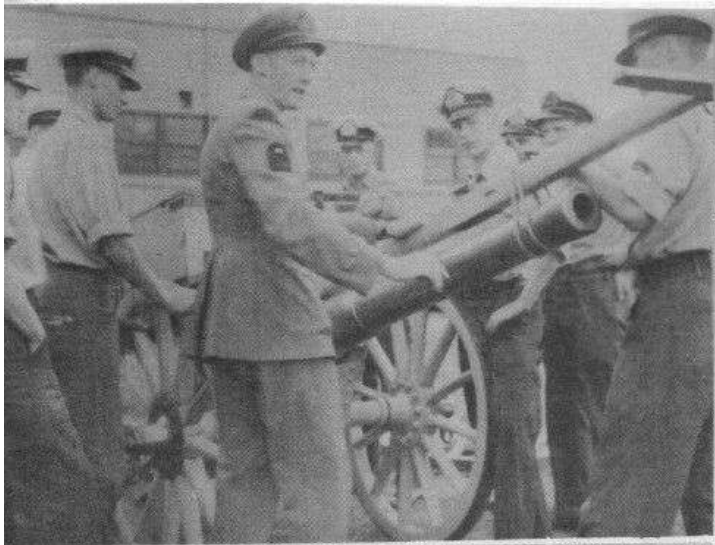
CADET BAND



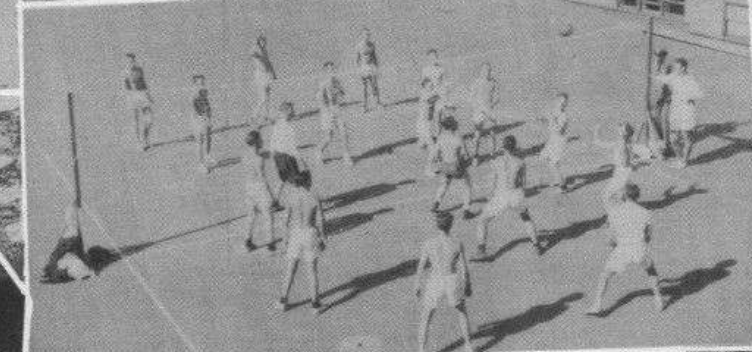
CADET PLATOONS

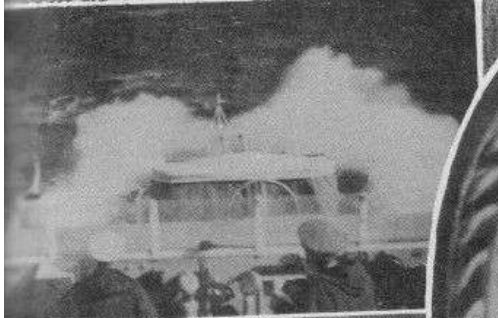
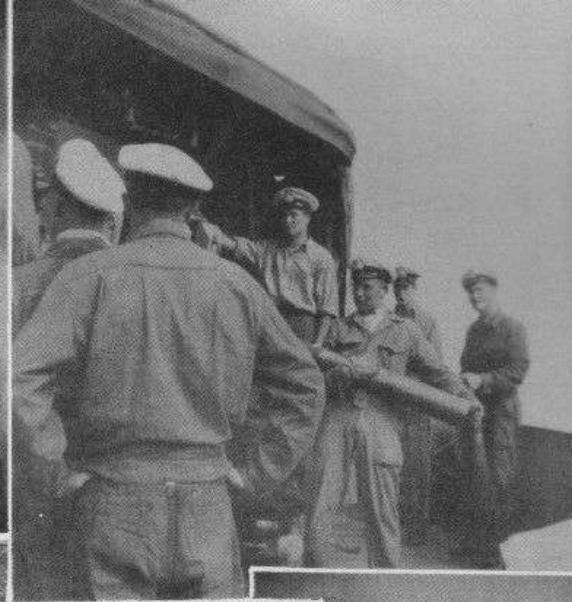


MOST OF THE REQUESTS
WERE GRANTED...



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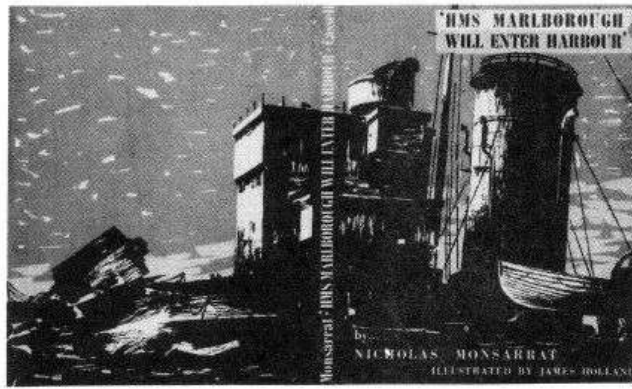
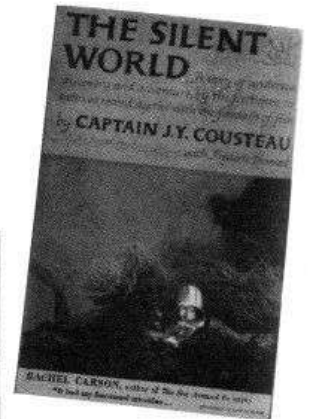
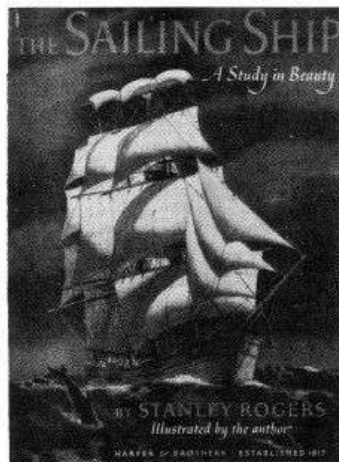
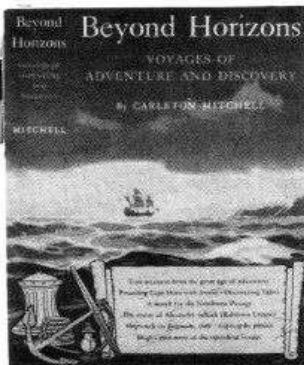
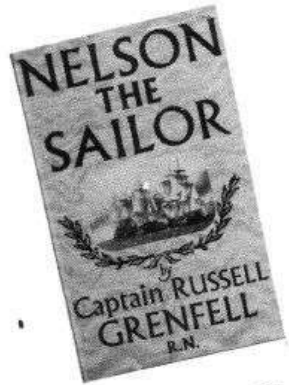




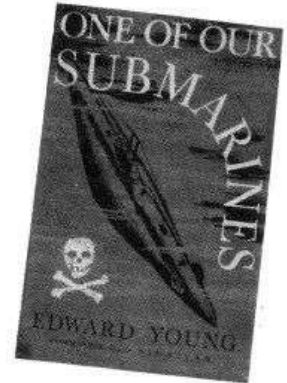
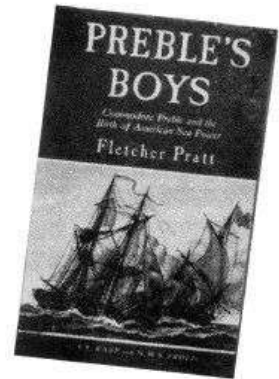
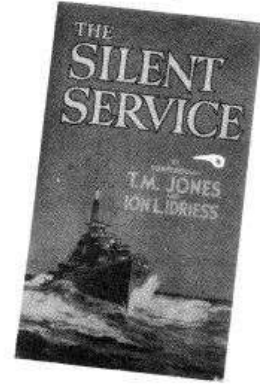
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CADET



LIBRARY



The Library of the Reserve Training Establishment came into being in 1951 largely through the efforts of Cadet Douglas Parker and Commander Leeming, the then R.T.C. Since that time the Library has expanded at the rate of about three hundred books a year until the shelves at the present time contain almost a thousand volumes. The Library has been built up by both a library fund and Gun-room monies. The Navy has also made a substantial contribution in the form of fitted shelves and other furnishings. They have also provided B.R.C.N.'s of interest to the Cadets.

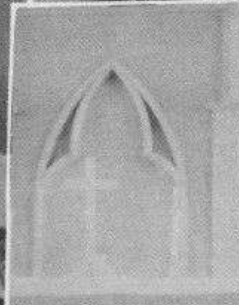
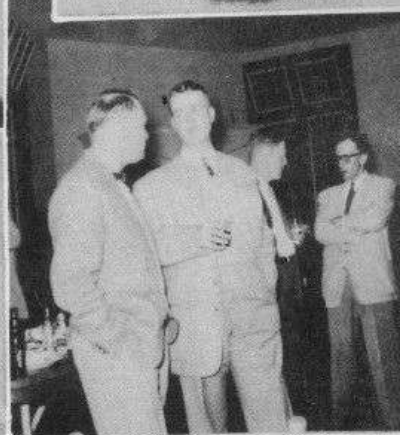
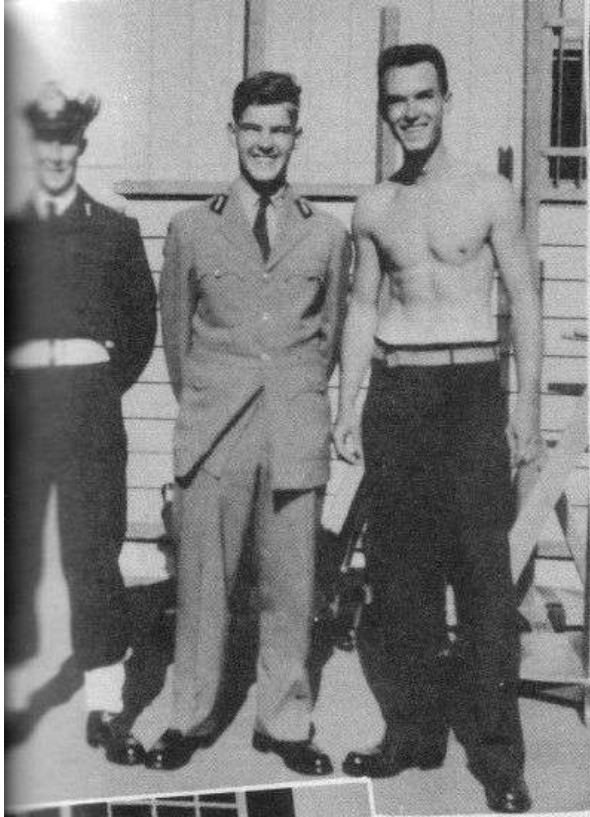
The Library has been run by a succession of small but effective Library committees who have been responsible for the care and maintenance of the present volumes and for the selection of new purchases.

Of the books purchased, the ratio of non-fiction to fiction is approximately two to one. Naturally the choice of books leans strongly towards Naval matters as is typified by such titles as, "One of Our Submarines," "H.M.S. Marleborough Will Enter Harbour," and "Frogmen."

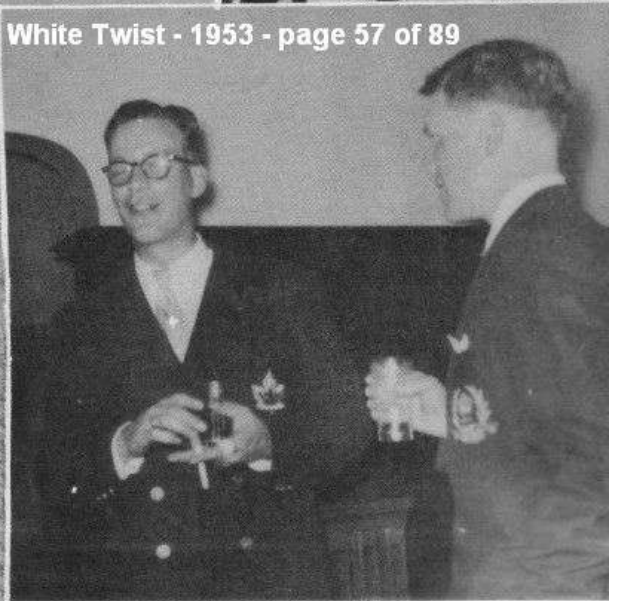
However, Naval books do not monopolize the stock, and do not in fact, even enjoy a commanding majority. A strong turn to the Classics has necessitated the purchasing of such works as "Anna Karenina," "Decameron" and "Cyrano de Bergerac." A brief survey of the shelves at present would reveal material suitable for any taste.

This year the Library has, for the first time, placed books at the disposal of Cadets aboard Training ships. This experiment has been quite successful. The books were widely used and enjoyed. Needless to say this practice will continue.

With a rapidly expanding circulation and with quickly filling shelves, the Library looks forward to offering increased and better service in the future—Use your Library.



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Operation Darkface



ONE OF HER MAJESTY'S SHIPS AT SEA



One of Her Majesty's Ships,
At Sea.

Dear Joanie,

You must have heard of our adventures in the papers, but you know how they tend to underestimate things. Well, here is the story from someone who actually went through it. Saturday, June 20th, 1953, we were pitching in a heavy sea which seemed to grow, swell upon swell. A nervous foreboding hung like a pall over the ship's company, most of whom were already hung over the rail, when over the P.A. system a hollow voice rasped, "At approximately 0500 tomorrow morning we will have sailed into the worst storm to strike the Atlantic in forty years." To "salts" who had sailed the Atlantic for forty years, it sounded grim. To first year Cadets, it sounded grim. To third year Cadets, "It couldn't be like the one we had back in '51."

Joanie, it was a miserable sleepless night. Half the crew lashed themselves in their "micks." The wind began to shriek and even in the luxurious Cadet Mess it seemed as though the ship was somersaulting through the waves, but this was just a taste of what was to come.

Next morning I struggled to the upper deck for a breath of air. I pried open the hatch, but instead of filling my lungs with air, they were filled with water. At the same time I was thrown to the deck and swept against the guard rail by a huge green roller. After that I was more cautious. I eased myself along the dripping rail and up the after precipitous gangway to the bridge. I found chaos for most of the crew were below decks and five Officers had locked themselves in the spirit locker. The skeleton crew on the bridge was ready to drop from exposure and fatigue.

At this moment the ship hovered on the frothing crest of a mountainous wave, slid and then went thundering down into the trough, crashing bow on into a steep overhanging wall that was the next wave. The wall opened and caught the ship in its powerful grasp. With a tumultuous roar, like the burst of a hundred cannon, the air was no longer air, but a tearing, screeching, crushing body of white and green.

Throughout the holocaust I lay pinioned against the binnacle. The air cleared to a fine driving spray, water sluiced past my knees. Slowly I looked about. The speaking tubes were ripped and twisted, both gyros gone, the splintered glass washed away, and to my horror I realized that the three others who had stood this lonely vigil had disappeared into this grey writhing unknown—quite a mess.

This shock roused me to my senses, my head cleared, my nerves steadied. In a word I took charge of myself. My first thought was for the ship. "Put a Cadet on the wheel," I bellowed down a shattered speaking tube. As I turned to shout into another shattered speaking tube I saw the Buffer whitefaced and trembling, standing at my side. Before he could speak, the ship buried her nose in a seventy foot swell whose reared and foaming head came toppling down upon the bridge with a tremendous crash. The stunning force knocked the wind from my lungs and cleared an eerily calm and a Cadet Captain off the ACP.

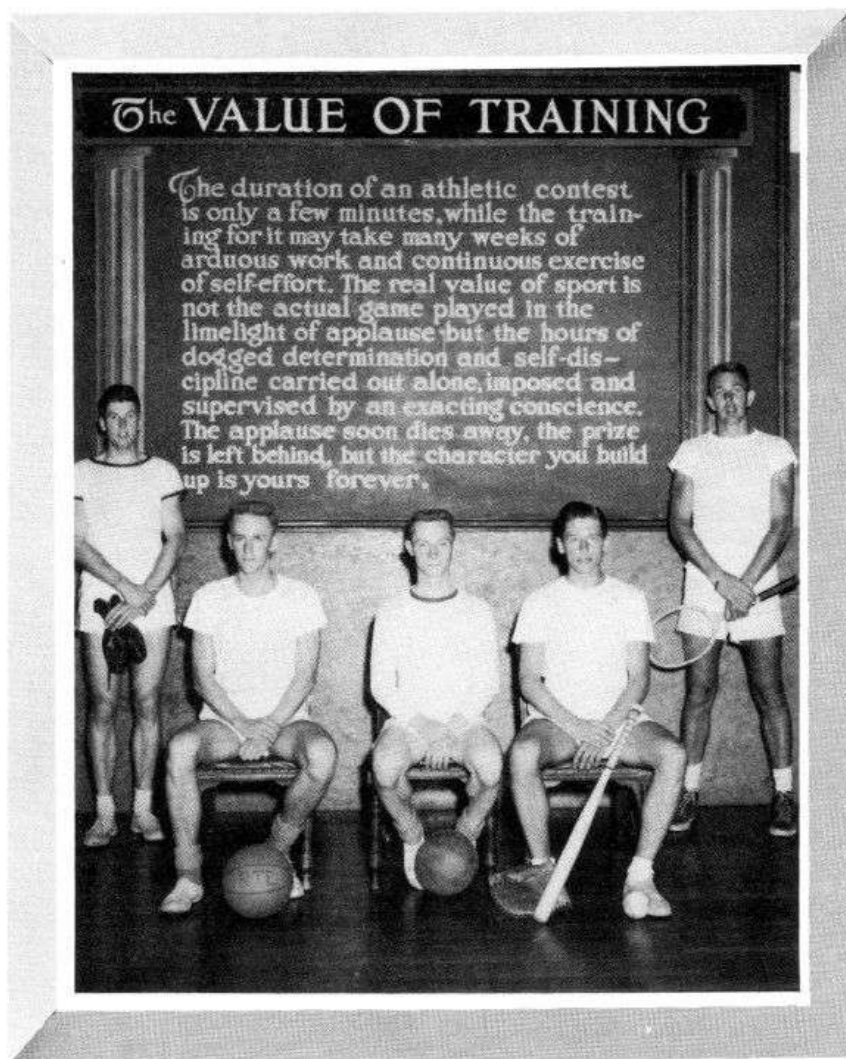
As I came gasping to my feet I turned to the Buffer, who stammered, "The Chiefs and P.O.'s heads are flooded sir." "Is that so?" I growled, and he fled.

It was then Joanie that I felt the whole responsibility of this throbbing "man of war" weighing on my shoulders. Standing on the violently swaying bridge, I grappled with the immense problems which beset the ship, shivering under the remorseless blows of irrational nature.

The smooth flow of orders from the bridge injected new energy into the ship. Hard work, I believe is the best morale booster. Hence, my resonant voice reverberated into the wheel-house, "Hands to part of ship, cable party close up in five minutes time, oh, and tell the Wardroom Mess President, who ever he is, to make me up some sandwiches."

We lost a few hands by these measures, but we weathered the storm and here we are safe and sound. The Commodore has asked to see me tomorrow, presumably for some sort of decoration.

Love,
U-29474. (Sam).



"It is well known that physical fitness and mental stability run hand in hand." This quotation is taken from the foreword, written by Admiral Sir Arthur Power, to the book, "Sports and Recreations in the R.N."

These few words sum up very nicely the purpose in having a sports period every day. When Cadets arrive from their home divisions many of them have just finished a strenuous period of exams, and during that time the closest they have come to physical exercise is getting up in the morning. Thus when they arrive on the coast they are badly in need of physical recreation.

The daily sports programme is, however, designed not only to instill new life but to give a basic understanding of all the major sports played within the Service.

When a Cadet becomes an Officer it will be of great advantage to him if he can participate with, or at least coach, the men under him. In the first place it helps to break down the barrier between the officer and his men so that the men are more willing to convey their problems to him; secondly it brings out the idea of team co-operation which is so necessary in the Service.

In conclusion it must be pointed out that we are not trying to turn out professionals but, in the true sense of the word, amateurs—Cadets who play the game for enjoyment after the work is done.

WEST COAST

As you can see from the picture heading this section the Cadets took part in a great number of different sports. Whether it was competitions between each other or with outside groups they acquitted themselves with distinction. The soccer team particularly stood out as they went through the summer without a loss. The last game deserves special mention as their opponents, the Naden Chiefs and P.O.'s had not lost a game in three years of competition. The Cadets playing a fast but good positional game outfooted the slower but more experienced Chiefs and P.O.'s. From the spectators viewpoint they were treated to a game which never lacked a dull moment and which was not decided until the last whistle was blown.

TEAM: Fast (Captain), Torigian, Mair, Cassidy, Seymour, Watson, Roberts, Horne, Baker, Brady, Van Sickle.

SPORTS

SCORES:

R. T. E.	2	Royal Roads.....	2
R. T. E.	3	R.T.E. Staff	1
R. T. E.	4	Naden Chief's & P.O.'s.....	2

It was Saturday morning the 11th of July and the boat house at "Royal Roads" was surrounded by Cadets. The occasion was, of course, the annual regatta between Royal Roads and R.T.E. This was the day in which many questions were to be answered: Had Commander Hayes taken

reducing exercises in order to lighten his Officers' whaler crew? What secret weapon had Torigian developed to make sure that the Royal Roads boats would drag their oars through the water? Here are the answers:

Cadets' Whaler Race.....	Coxswain—Heaven, R.T.E.
Cadets' Dingy Sailing Race.....	Coxswain—Bertrand, R.T.E.
Cadets' Cutter Race.....	Coxswain—Fortier, R.T.E.
Cadets' War Canoe Race.....	Coxswain—Watson, R.T.E.
Cadets' Officers' Whaler RaceCoxswain—Cdr. Hayes, R.T.E.
Cadets' Jousting Competition.....	Jouster—Poirier, R.T.E.

Despite the seemingly overwhelming victory, the competition was intense.

This year the Track Team was not nearly as prominent as in past years. However for those who diligently turned out to practice every day, personal satisfaction was the reward. In the Inter-Service Meet, Cadets Fast, Nichol, and Watson competed for the Royal Canadian Navy team which walked off with first place in the meet.

Watson won the 440 and 880 and Fast placed second in the Javelin. In the Cadets events a team made up of Cadets Heaseman, Conn, Brown, Gwyn, Cox, and Waterfield defeated a strong Army Cadet team. In future years it is hoped that the Cadets will once more have a strong enough team to enter local competitions.

Tennis and Badminton, always popular sports, attracted a large entry list for the annual tournament. At the time of writing, a winner has not been declared in the Badminton tournament, however Cadet Barwick playing a very good game walked off with honours in the Tennis tournament.

Cadet Torigian worked hard to whip his softball team into shape. This is the game which the Cadets have shown the most amount of interest and by the end of the season, despite the fact that the team was constantly changing due to the changeover from the ships, a fairly well-conditioned team was assembled.

SCORES:

R.T.E.	11 vs. Royal Roads	10
R.T.E.	6 vs. Cayuga Ship's Co.....	14
R.T.E.	11 vs. Supply School	3

A sport which is gaining great favour around here is sailing. In the R.C.N.S.A. regatta, the Cadets showed themselves to be very good sailors. Cadets Wilson and Seymour tied for first in the dingy race, Cadet Jardine won the whaler race, and Cadet Verrier tied for first in the cutter race. Besides the competitive side of sailing, a sailing cruise was held which enabled about ninety Cadets to appreciate the finer points of the sport.

Tabloid sports meets were held throughout the summer and proved very successful. The outstanding team was made up from classes "B1" and "B2."

In concluding this resume of the numerous sports activities held during the summer I would like to mention the interest shown by the Cadets in cricket. Combining with a number of officers headed by LT.-Cdr. (S) R. S. Goddard, a side was formed which acquitted itself very well in exhibition games with local teams from Victoria. Cadets Heaven and Gallagher were prominent with consistently good scores.

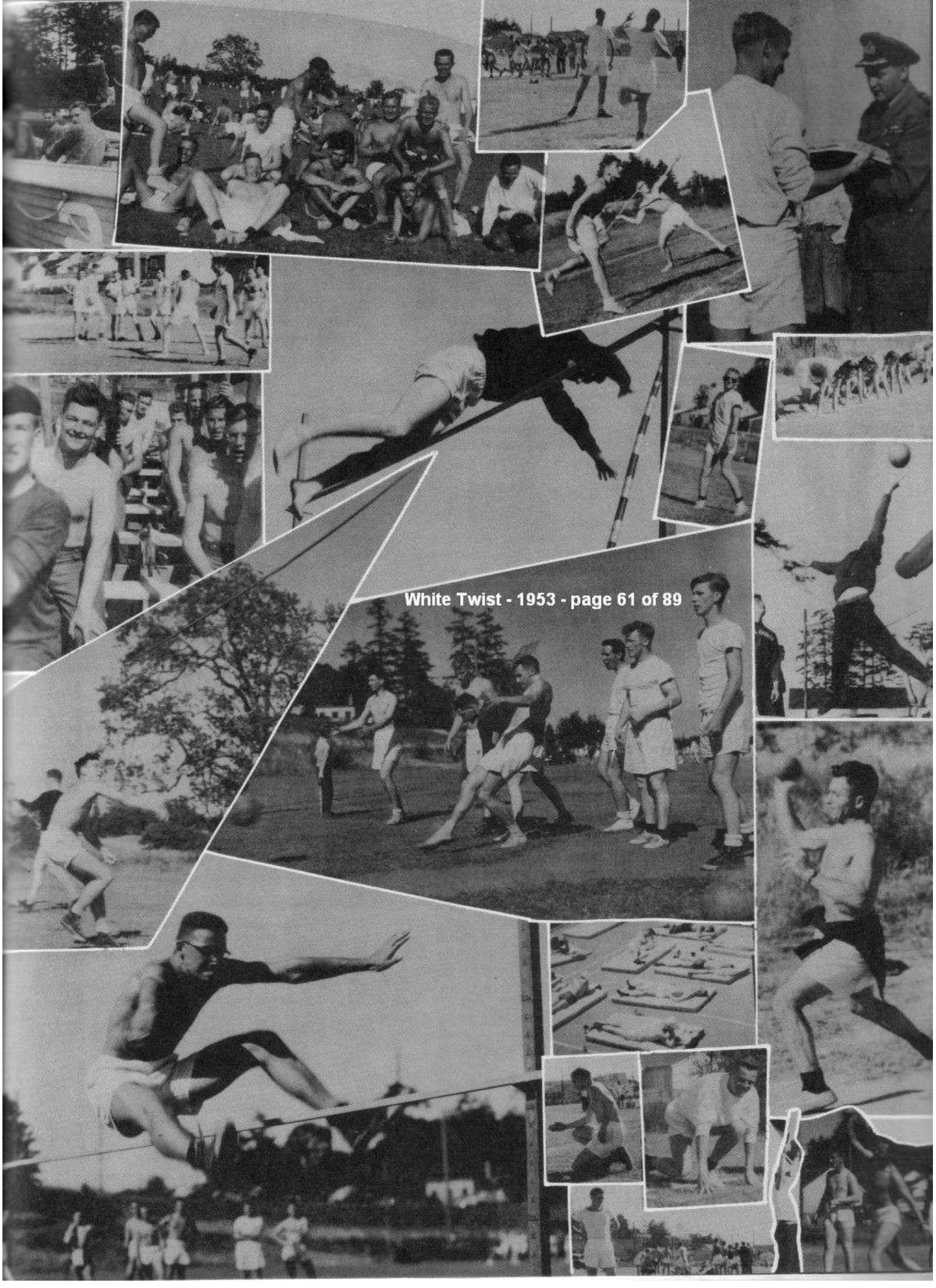
EAST COAST

The Third summer at Stadacona witnessed a steady decrease in the number of "Dog Watch Instruction" Cadets and a marked increase in the number of outstanding athletes. In an attempt to evade the rather tedious procedure of boat pulling and eye straining flashing, they have turned their physical and mental abilities to everything from track (very tiring), basketball and soccer to darts and marbles. This legal "Scull" has proved highly advantageous to the morale of all concerned.

Daily on the basketball floor coach D. L. Reid was seen getting his boys into form. The team consisting of Cadets Floyd, McNeil, McInnes, Wright, McMins, Roy, Wherret, Bodray, "Pivot" Corcoran and "High Score" Reid. Games were played against American ships, Dalhousie and Halifax "Y" Seniors. In five starts the Cadets were victorious by a fifteen point margin per game—a vote of thanks to the team's referee, Warren Hyland.

The track team under the guidance of Lt. C. Court and P.T.I., P.O. Rhuebottoms excelled in almost all the track and field events. At the Stadacona meet held on June 24th, the Cadets won all the events except Javelin, Broad Jump, and High Jump. The Atlantic Command Meet this year was held at Stadacona, and again the Cadets did remarkably well in the eight team competition amassing 47 points, just 3 points behind the first place Stadacona Team. Cadets Dufour, Taylor, Emery, Monette, Richard, Andrea, Graham, and Dennis all performed creditably for the Cadet Team. At the Antigonish Highland Games Dufour, Taylor, Emery, Roy, and Richard represented the Navy and put up a very good show against stiff competition.





White Twist - 1953 - page 61 of 89

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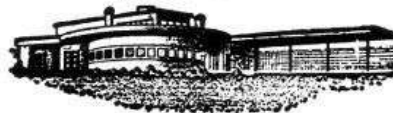
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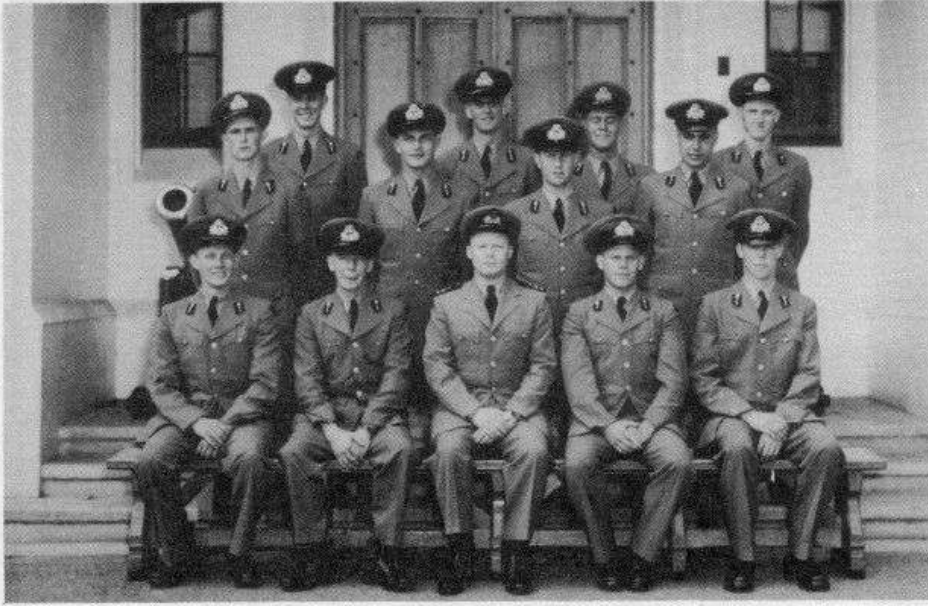


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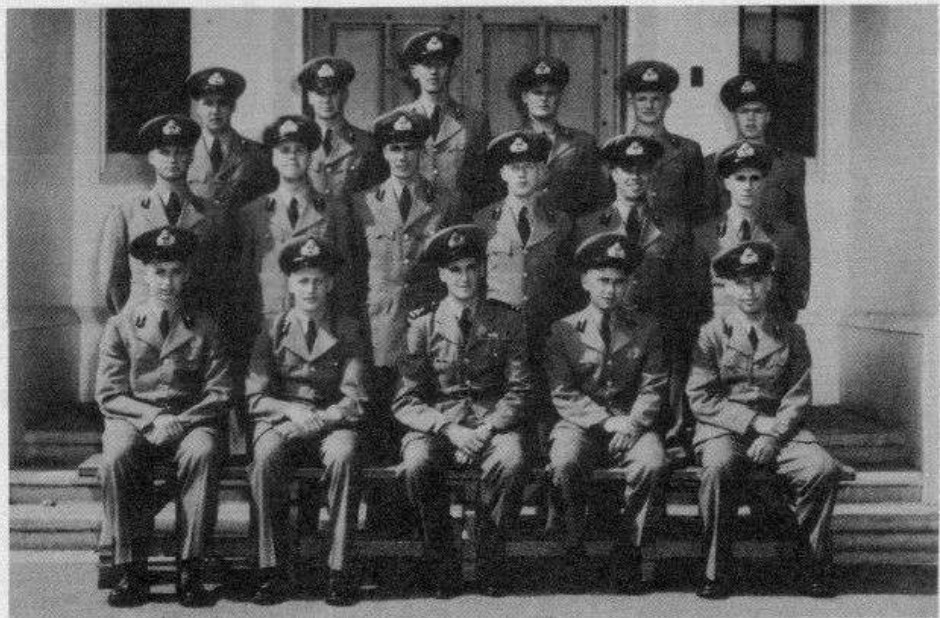
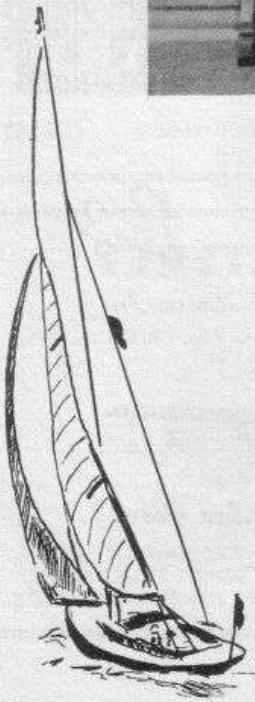
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A-1



A-2



A-3



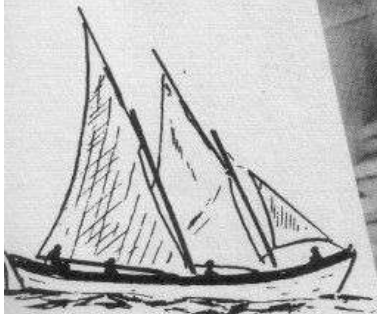
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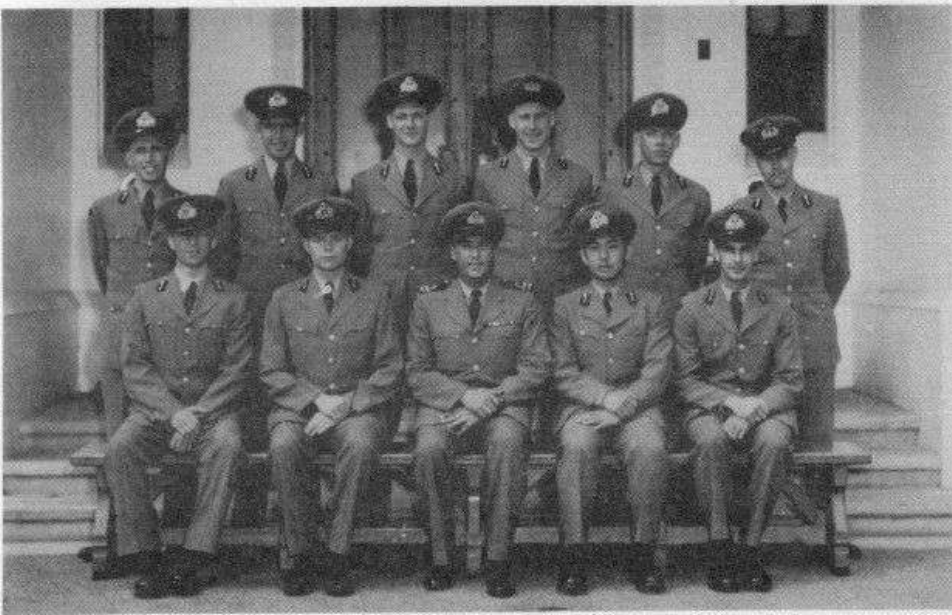


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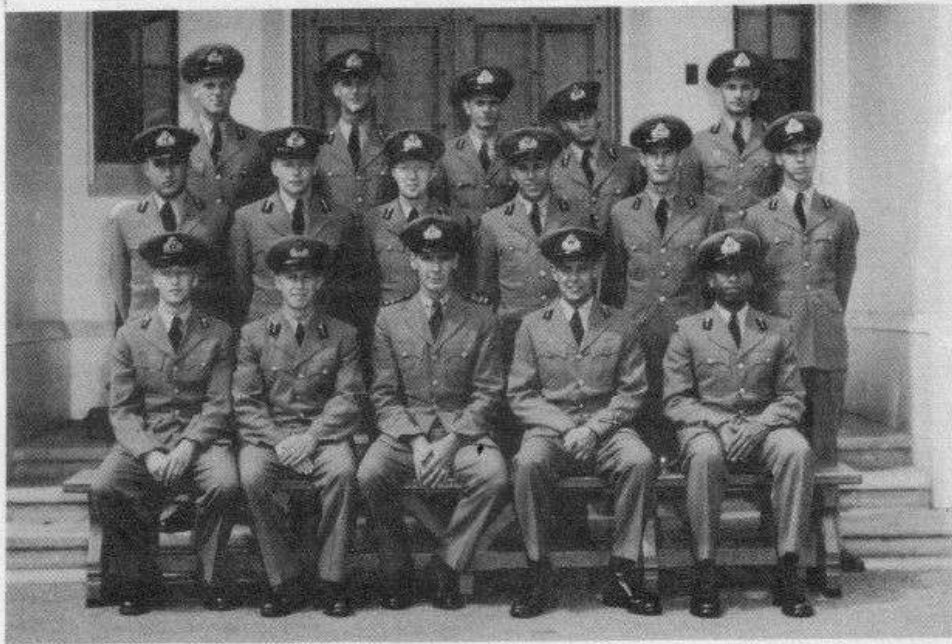


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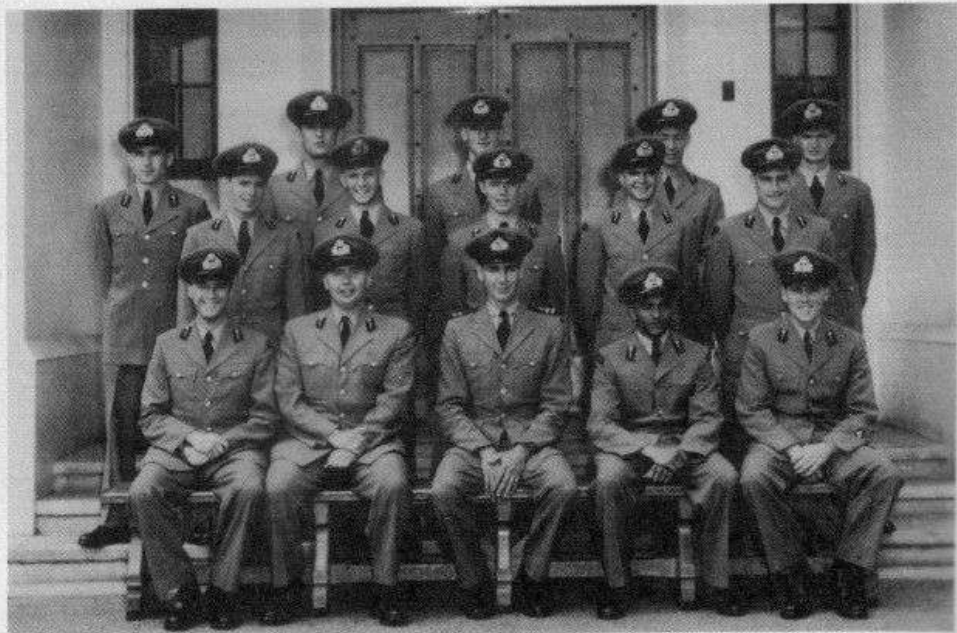
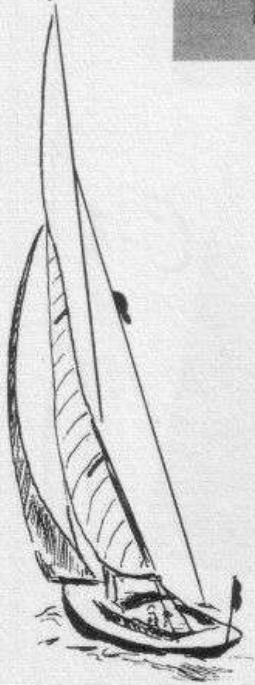




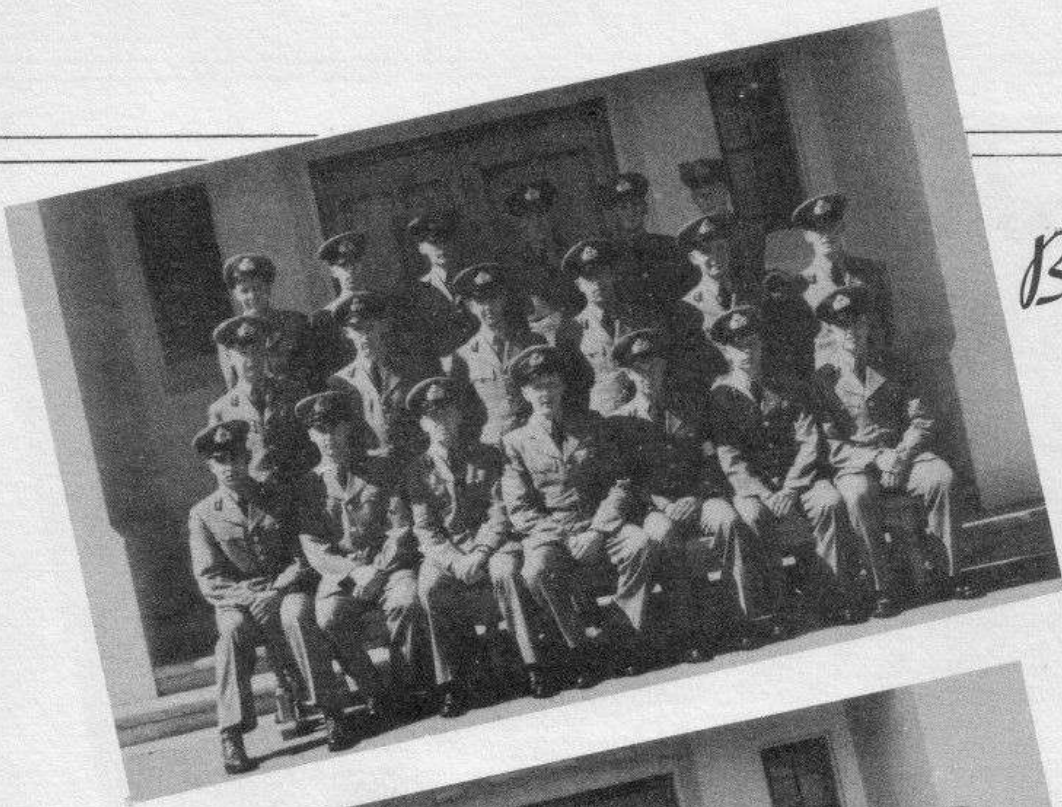
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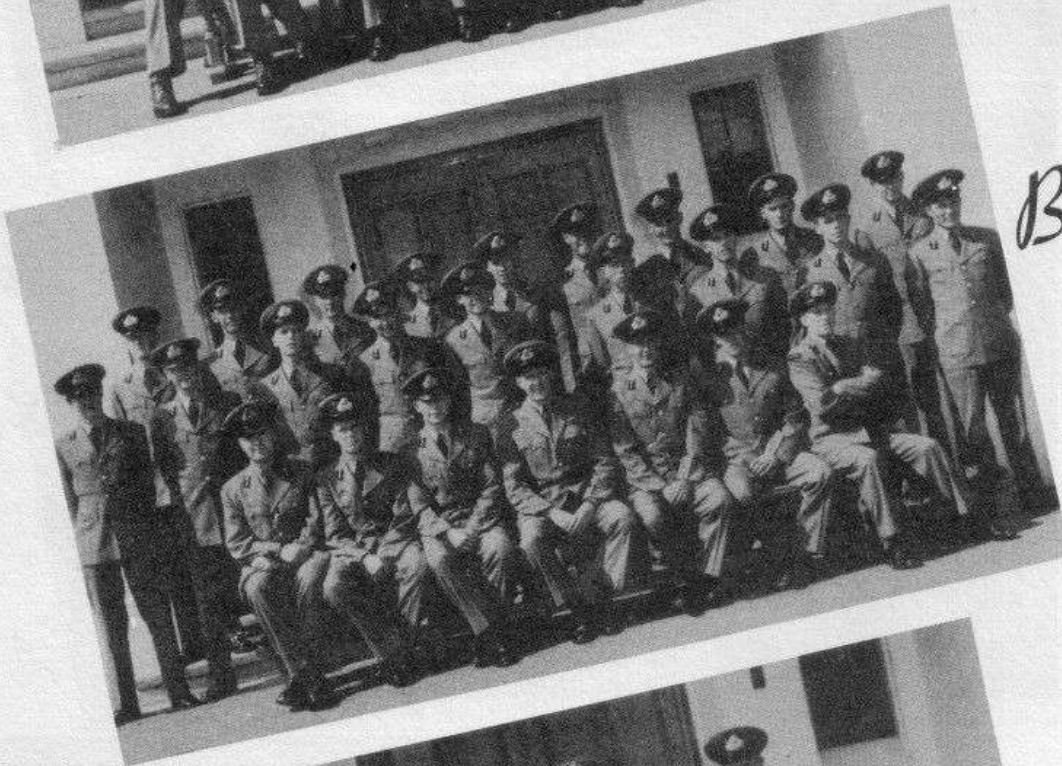
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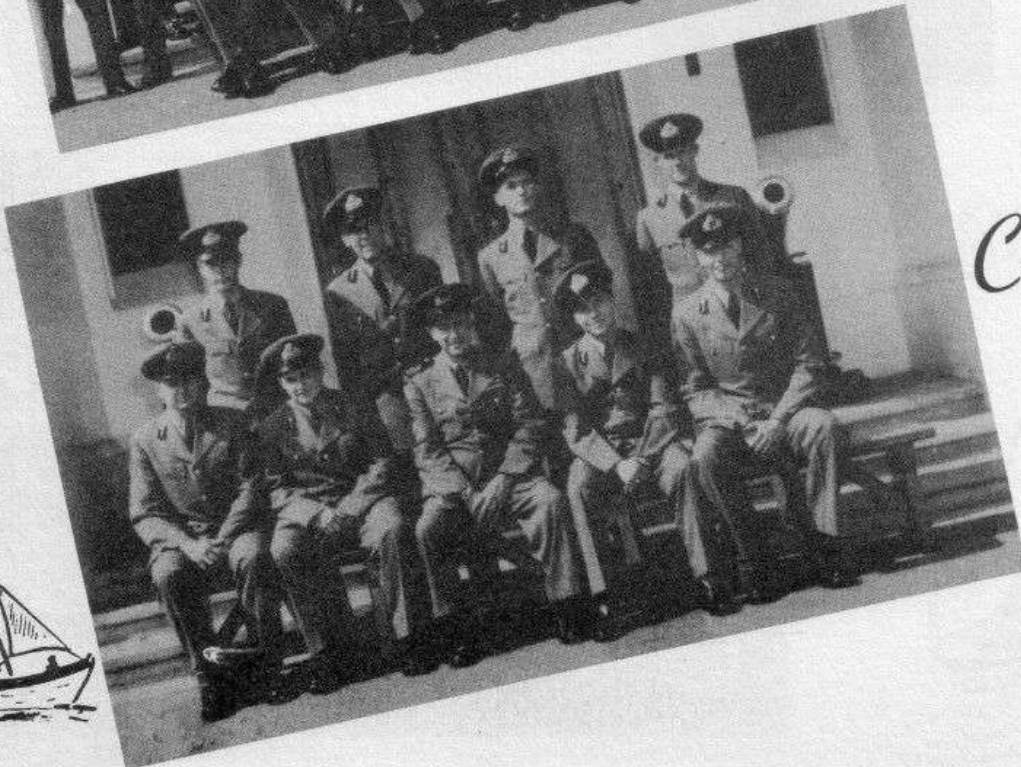
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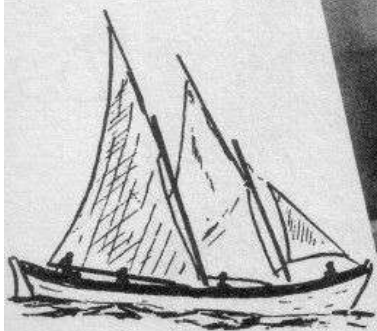
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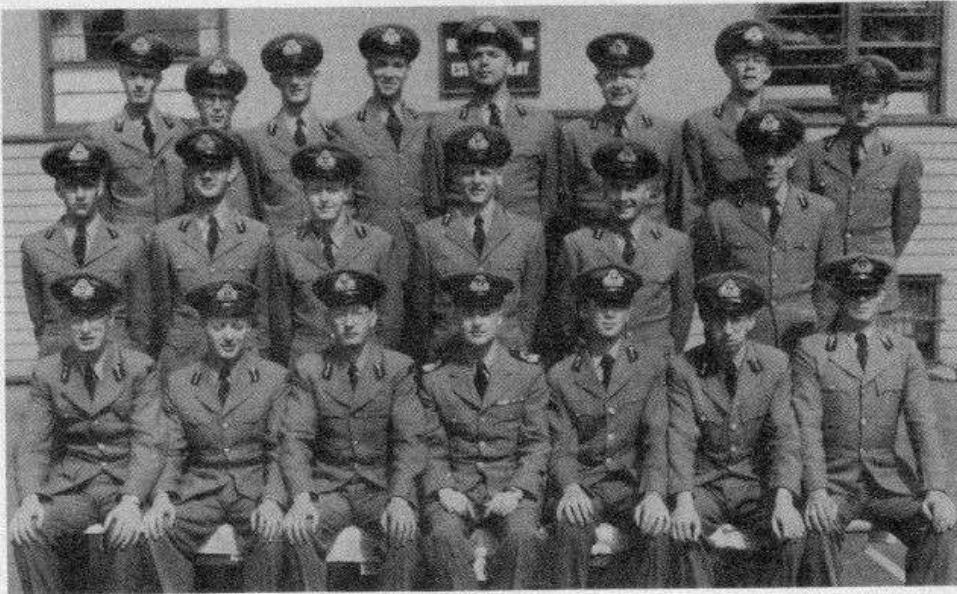


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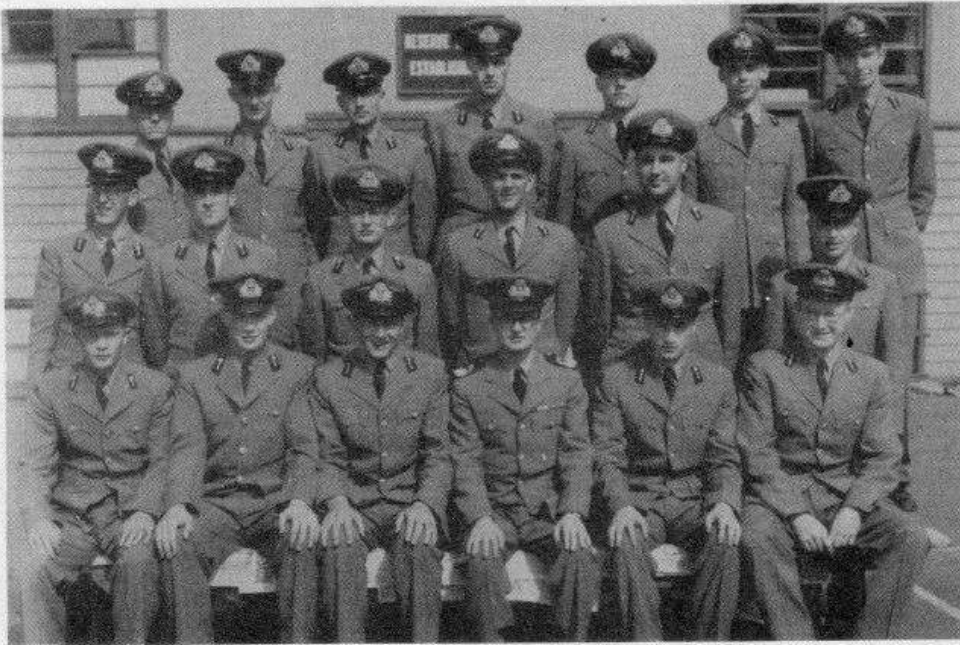


C-1

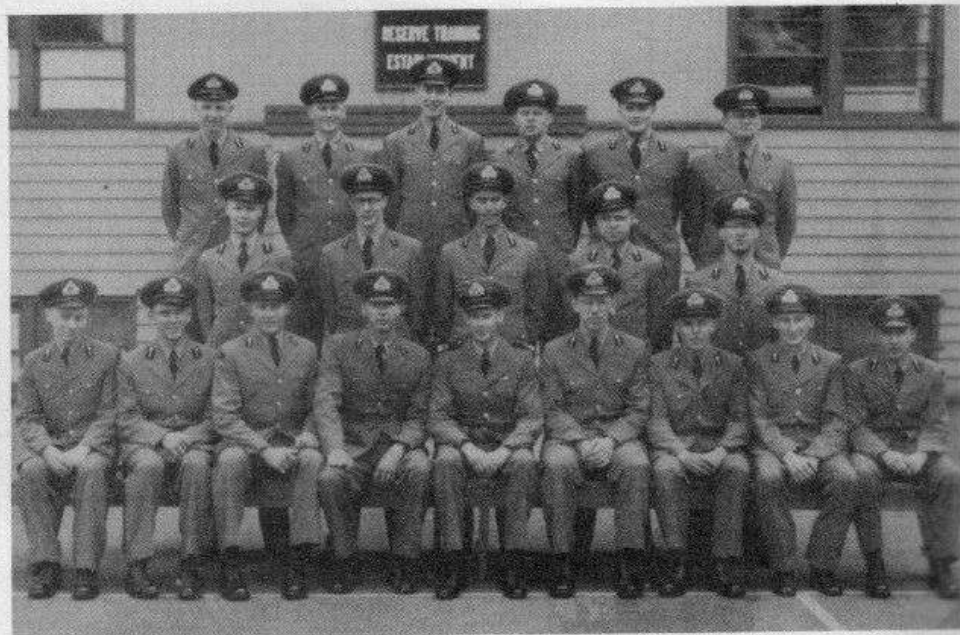
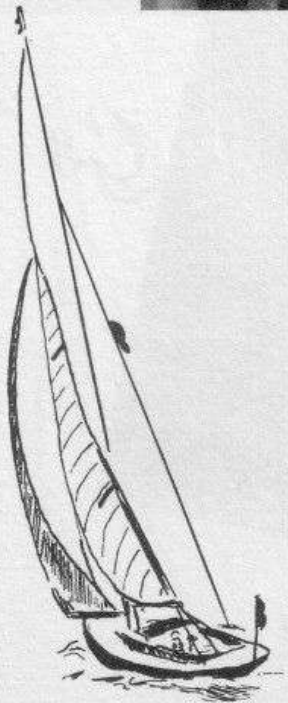




D-1



D-2



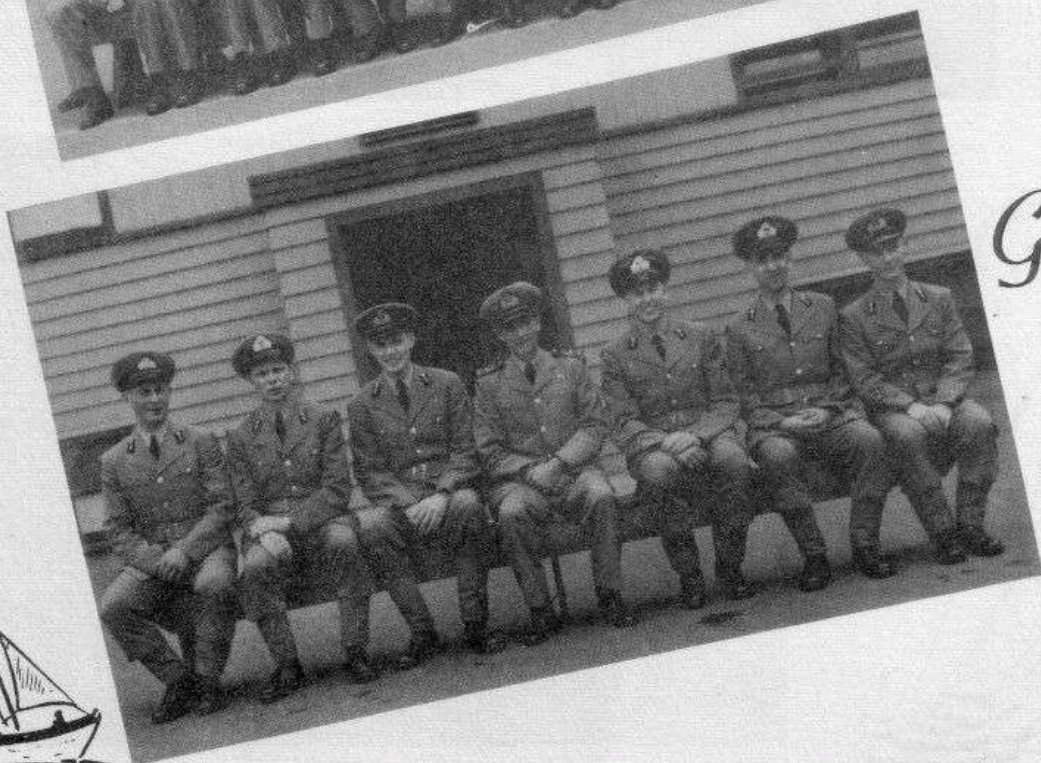
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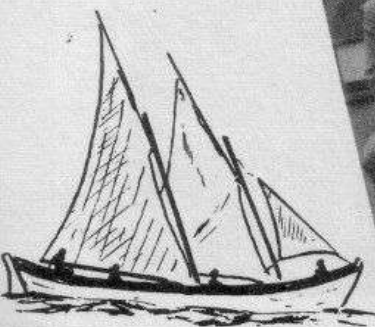
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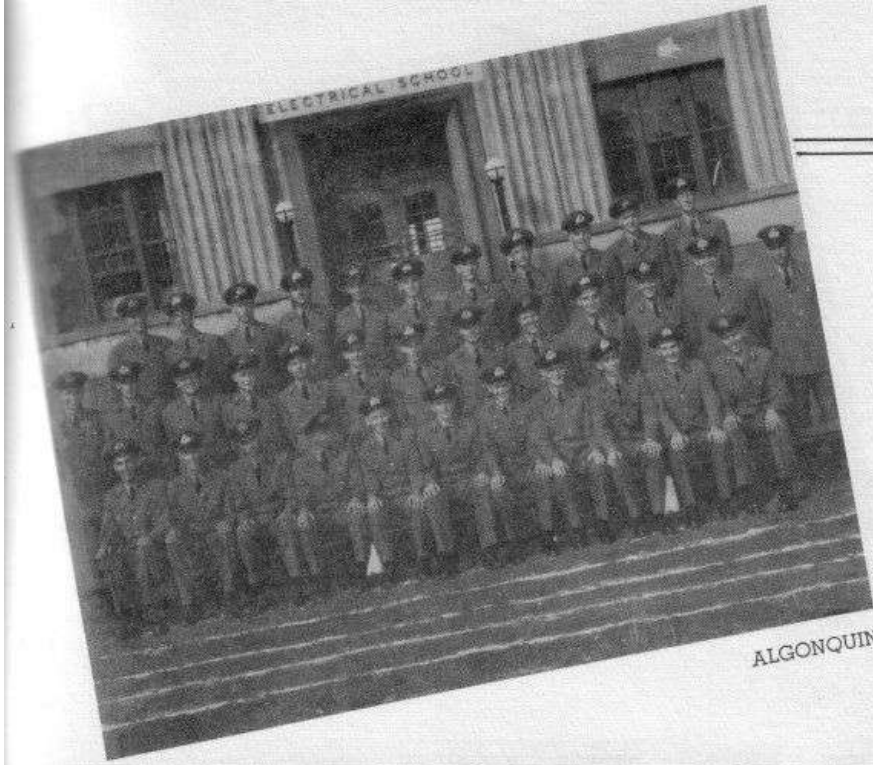
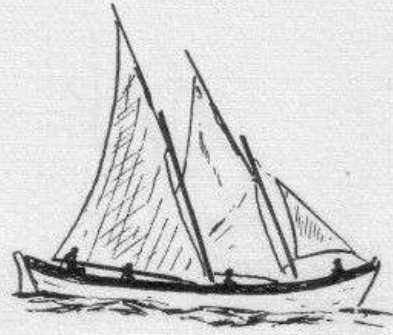
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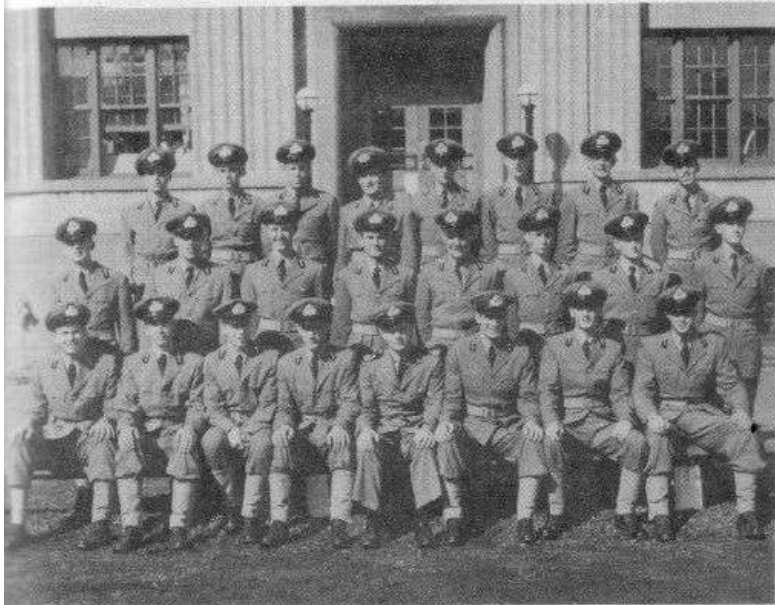
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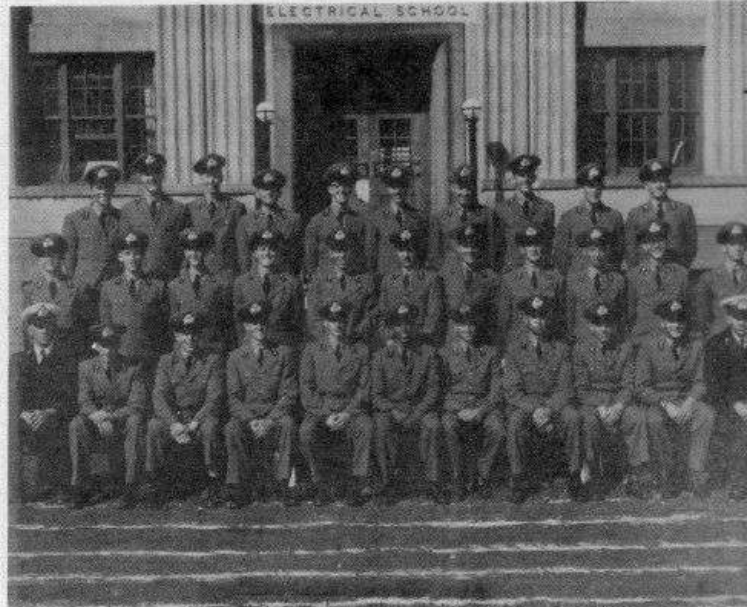
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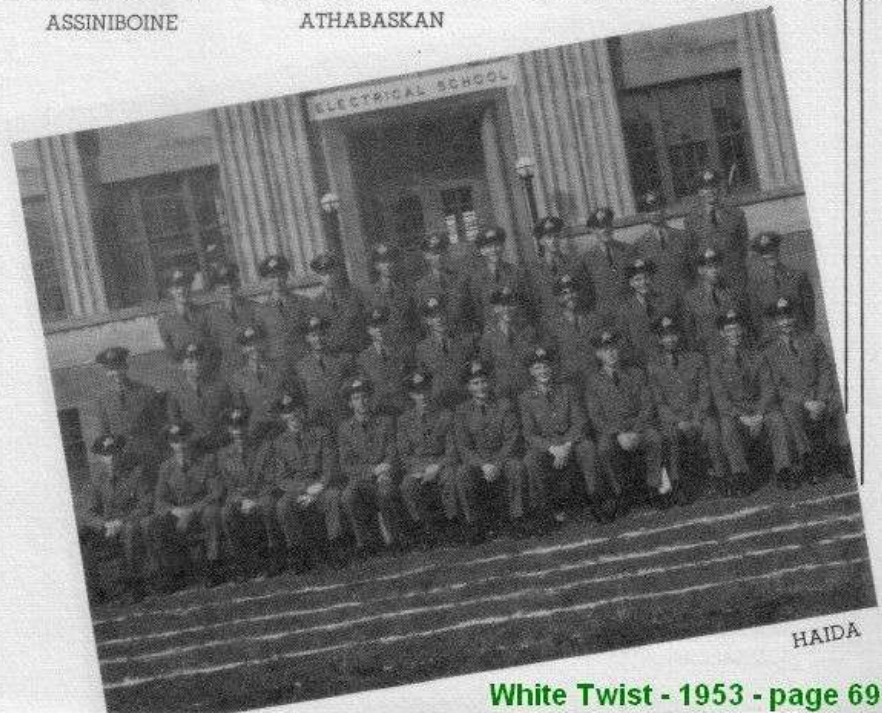
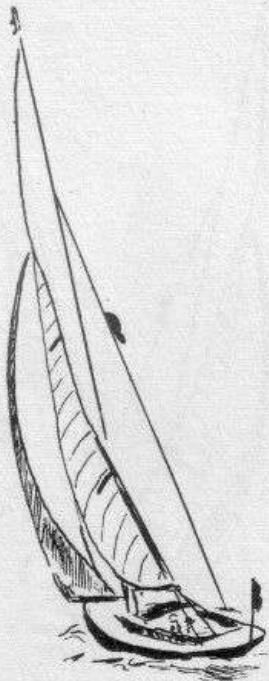
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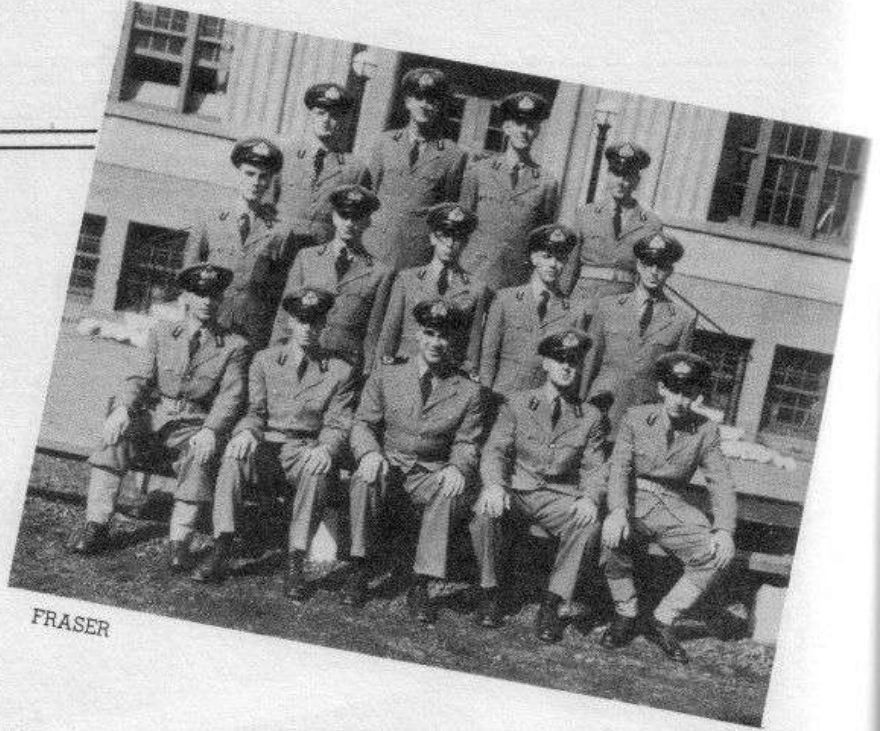
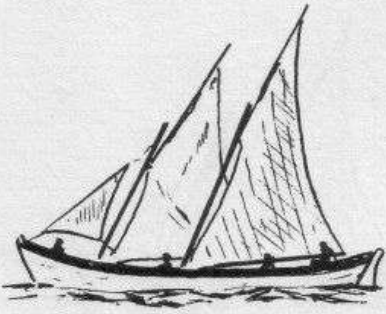
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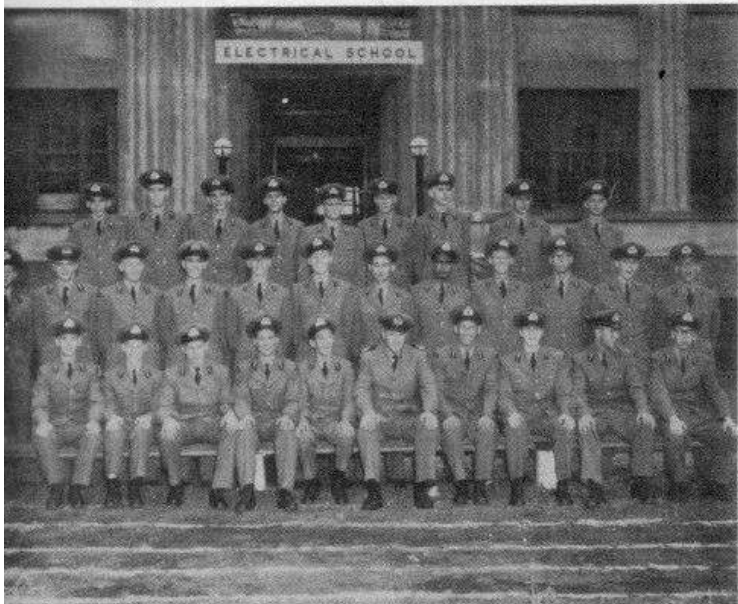
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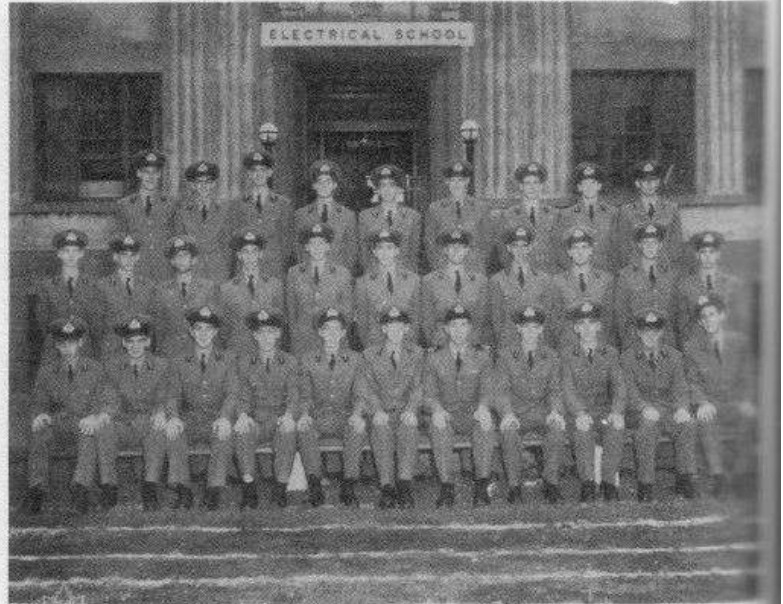
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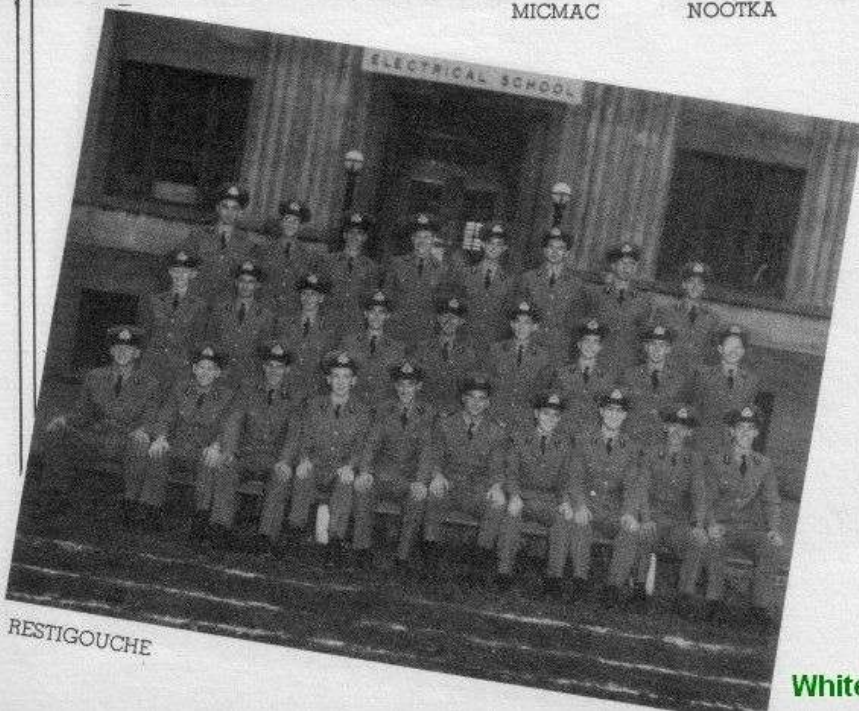
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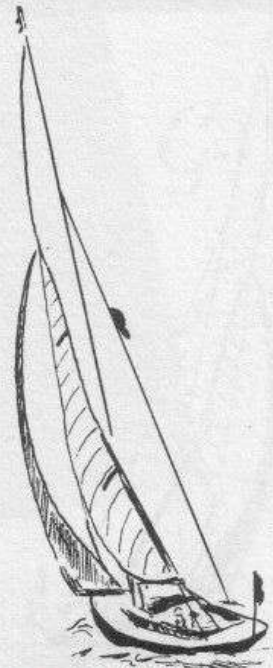
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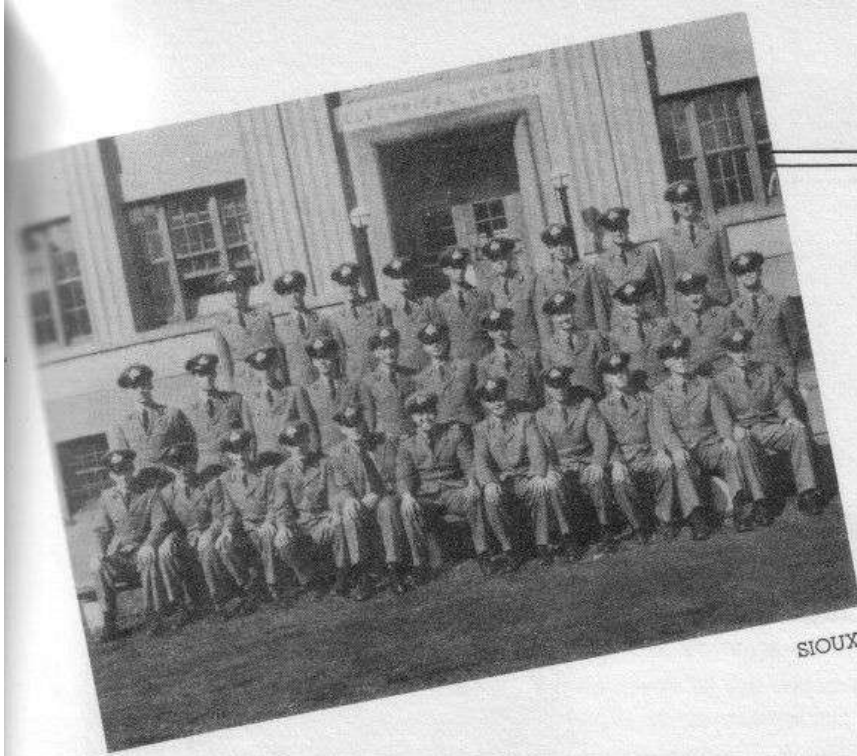


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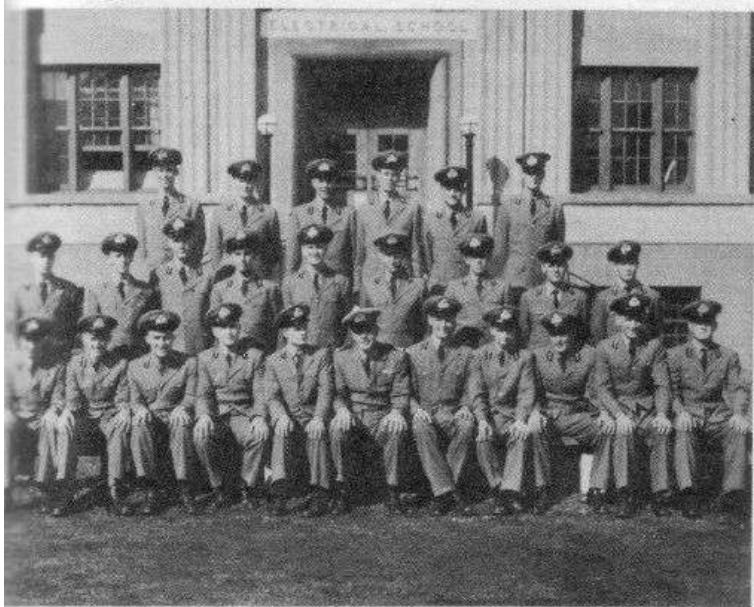
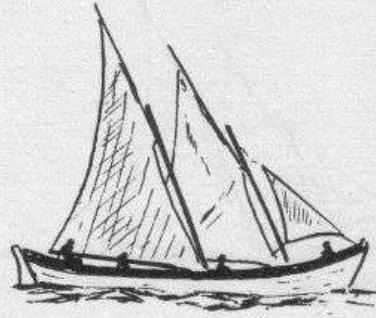


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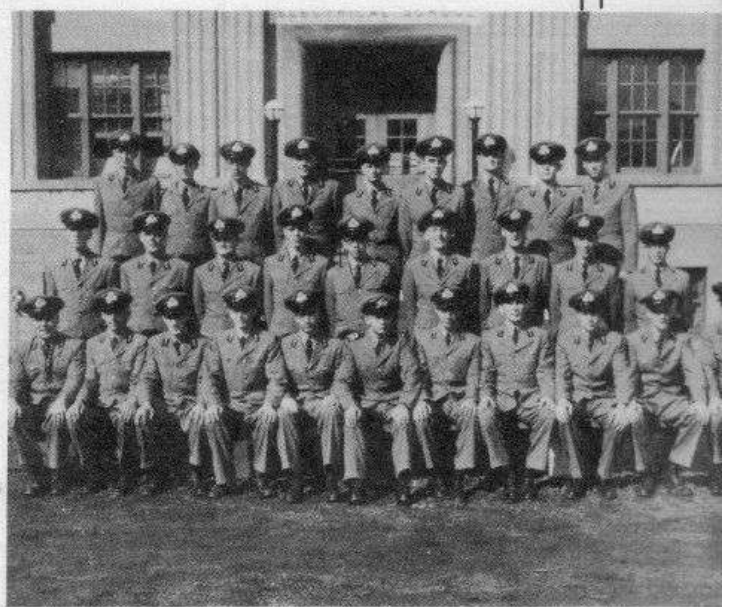




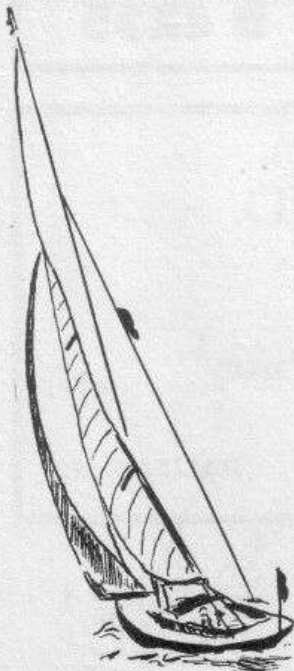
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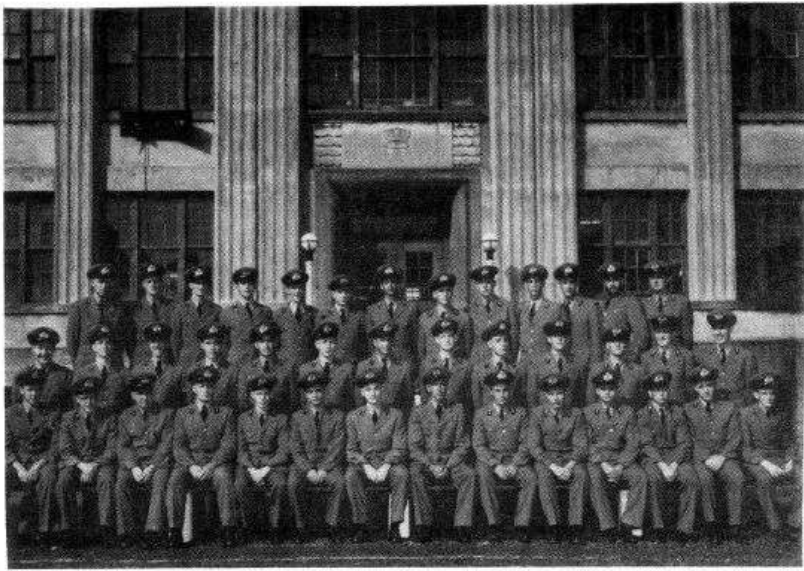
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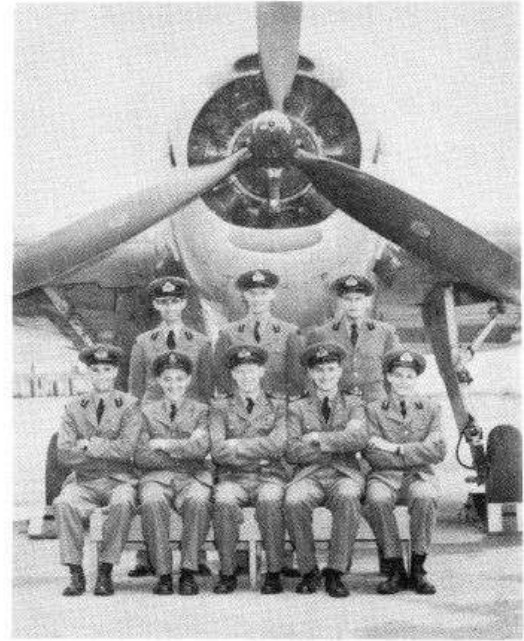
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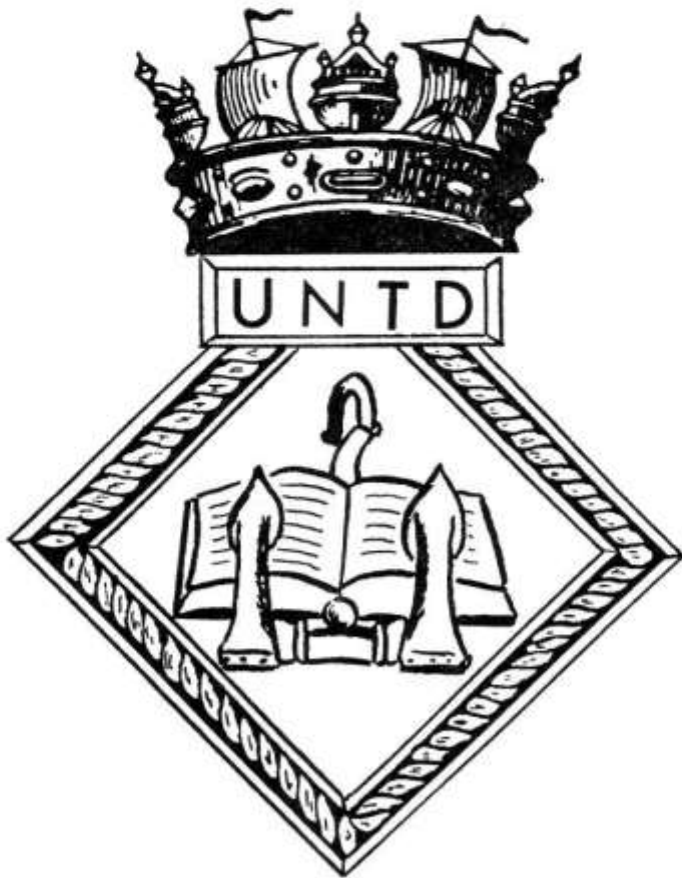
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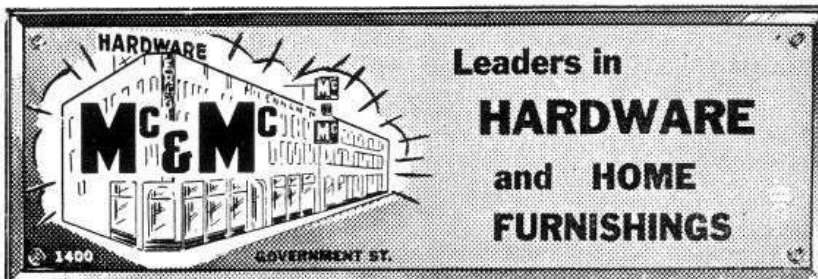
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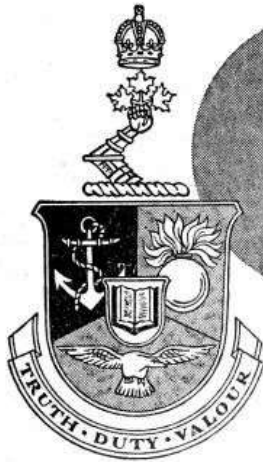
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