



WHITE

TWIST

1957



# THE WHITE TWIST

*1957 Edition*

*Published by the Cadets of the*  
**Royal Canadian Naval Reserve**

*from the*  
**University Naval Training**  
**Divisions at - - -**

BRUNSWICKER

CABOT

CARLETON

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QUEEN

QUEEN CHARLOTTE

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STAR

TECUMSEH

UNICORN

YORK

*On Summer Training at the*  
*Reserve Training Establishments:*

H.M.C.S. STADACONA, HALIFAX

H.M.C. NADEN, ESQUIMALT



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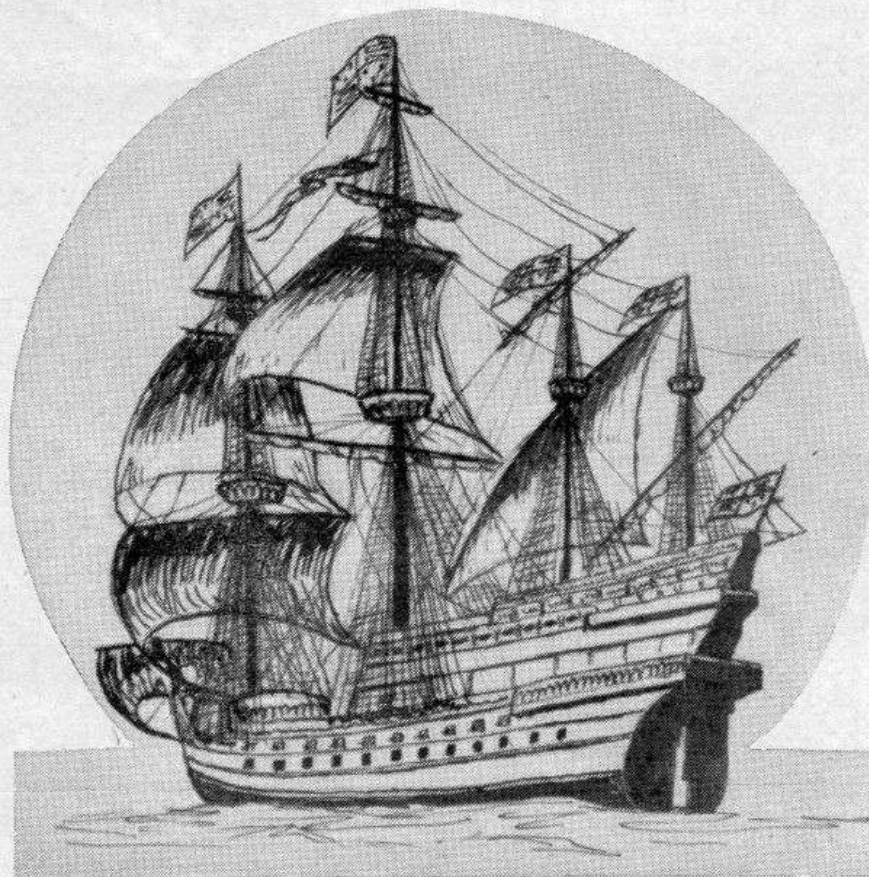
I am honoured to be asked to contribute a few words of introduction to this edition of the "White Twist", and am happy to have the opportunity of extending my best wishes to Cadets at their Naval Divisions from coast to coast.

It is trite to say that our young people of today are our leaders tomorrow, but I know of no better training for the challenges which you will all face in life than a good grounding in spiritual values in your individual Churches, a thorough training in your professions through your Universities, and some military discipline as may be gained through such endeavours as the University Naval Training Course.

  
Prime Minister.

O t t a w a,  
1 9 5 7.





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- \* Before such a publication as this can become reality, the co-operation of many people is necessary. The Editorial Board of the White Twist extends its grateful acknowledgement to:
- \* Our advertiser-friends, whose wholehearted support is responsible in a major part for this publication.
- \* The Photographic Sections of Atlantic and Pacific Commands for assistance in collecting official photographs.
- \* S/Lt. Alsgard, Cadets Brown, Matthews, MacCullum, Bennett . . . and all the others who contributed to the publication.





# f o r e w o r d

This year's edition of the "White Twist" is the second publication in the series started last year by the U.N.T.D. cadets of H.M.C.S. Discovery. It is hoped that this magazine will now become an integral part of the activities of the University Naval Training Divisions. Since the third edition is already being planned by the cadets of H.M.C.S. York this would appear to be assured.



In this edition an attempt has been made to give coverage to all the activities of the U.N.T.D. during summer training at both coasts. We hope that in future years this may be extended to winter training as well. It is possible that greater mention could have been made of the practical aspects of the summer's work but we felt that in a magazine such as this emphasis should be on those activities that make naval summer training unequalled.



By no means should we forget that we are in training to become officers of the Naval reserve. This is especially true when one calls to mind the scientific and military discoveries that have been revealed in the past several months. Despite the fact that we are at present striving for peace and, in fact, living in peaceful times, the threat of hostility is continuously in our minds. For this reason our naval training is of great importance to us and, unless we fulfill it to its greatest extent, we are defeating the purpose of the University Naval Training Divisions. We hope that the U.N.T.D. will continue as part of Canada's armed forces and that others may have a similar opportunity to serve their country.



We would like to take this opportunity to wish our successors, the cadets of H.M.C.S. York and those who follow, the very best in their editions so that the "White Twist" will reach its desired result.





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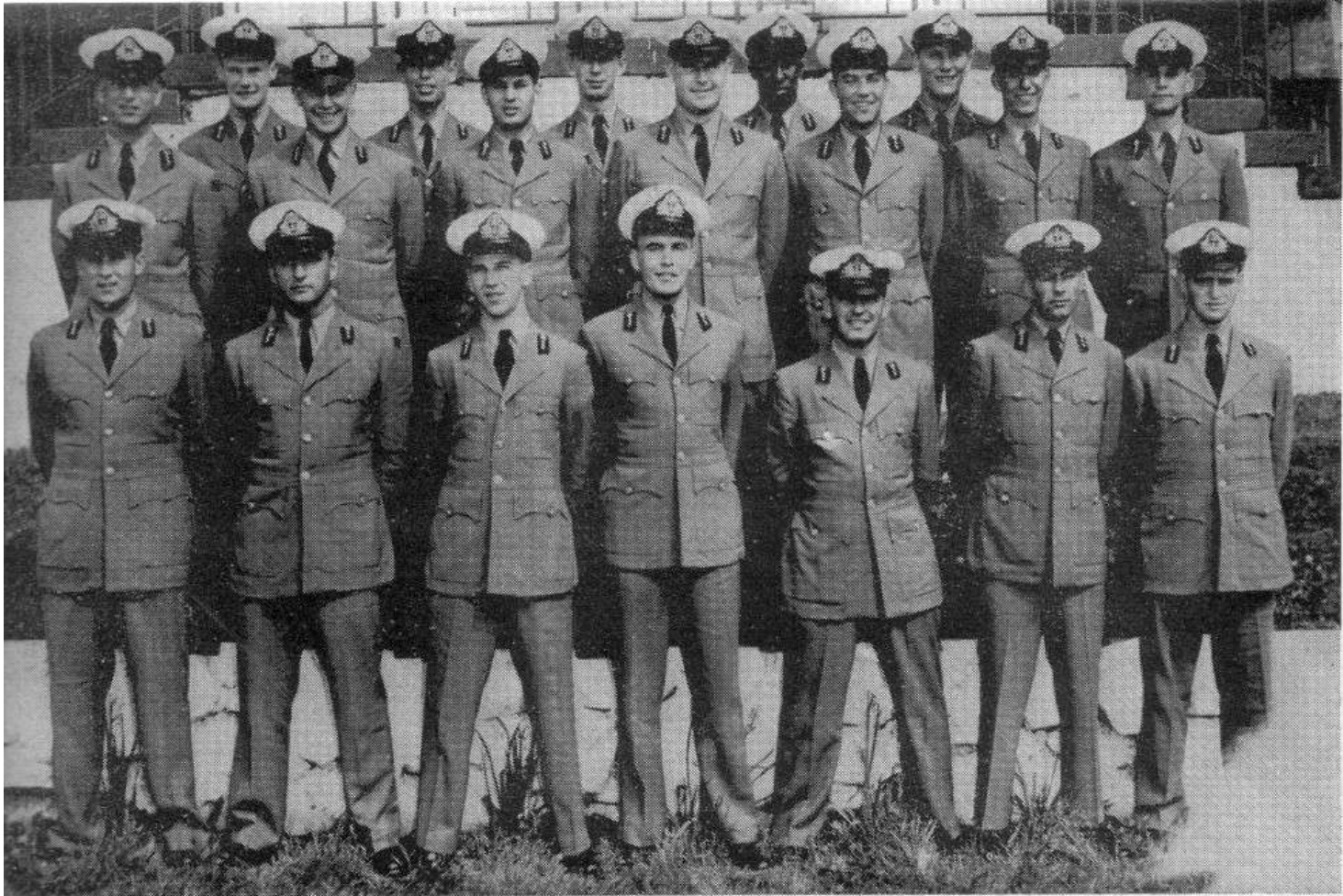


# 1957

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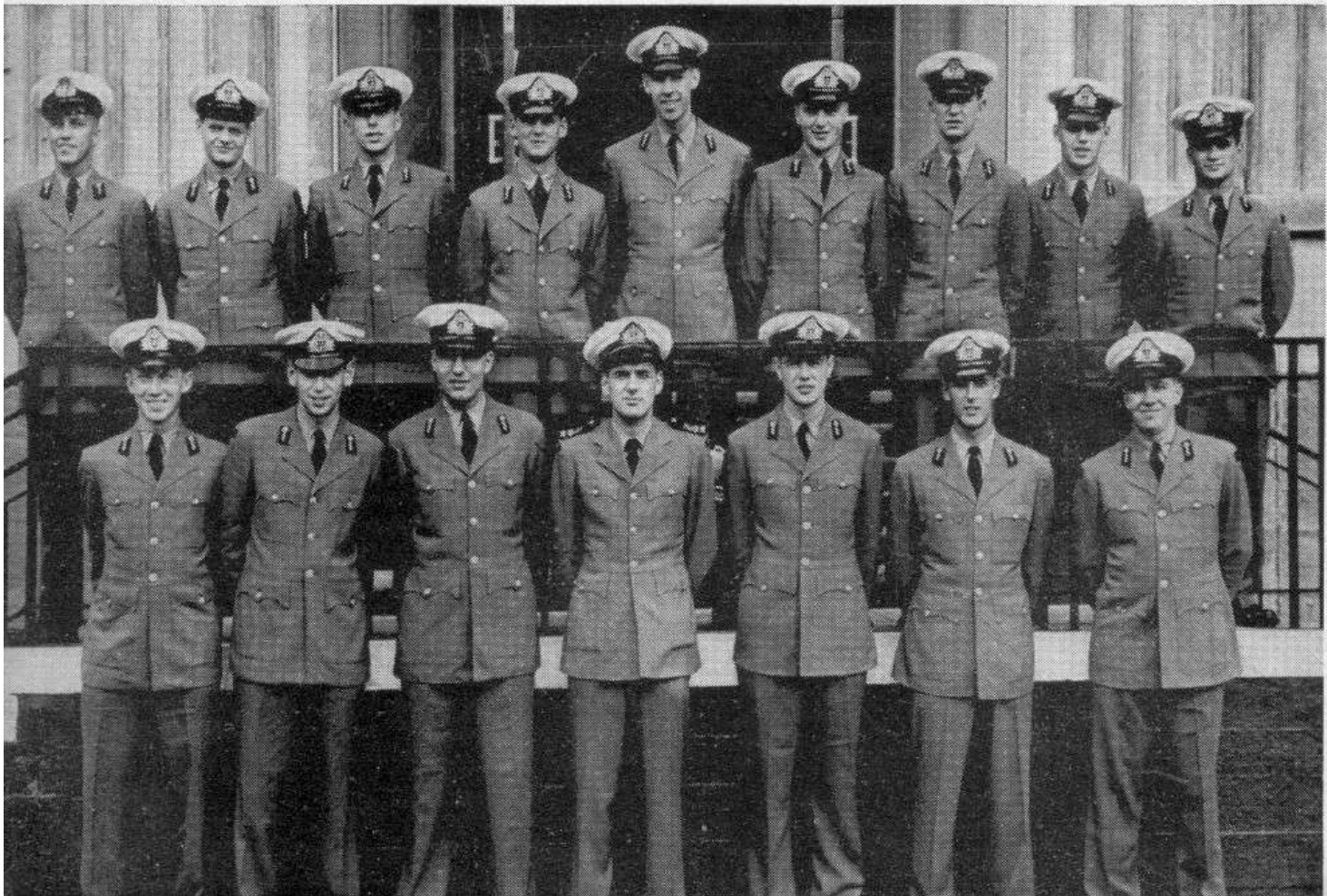


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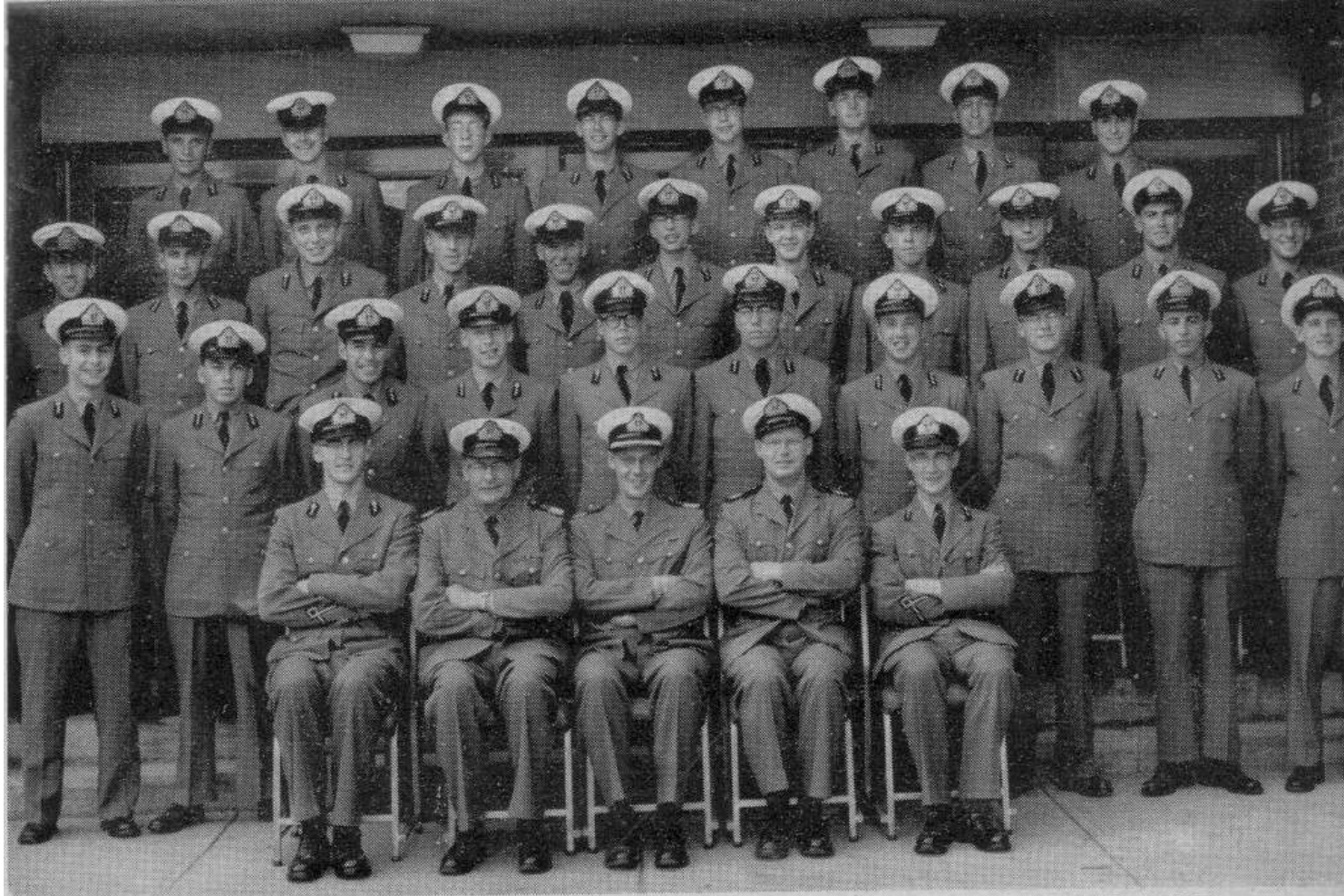
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CAPE BRETON

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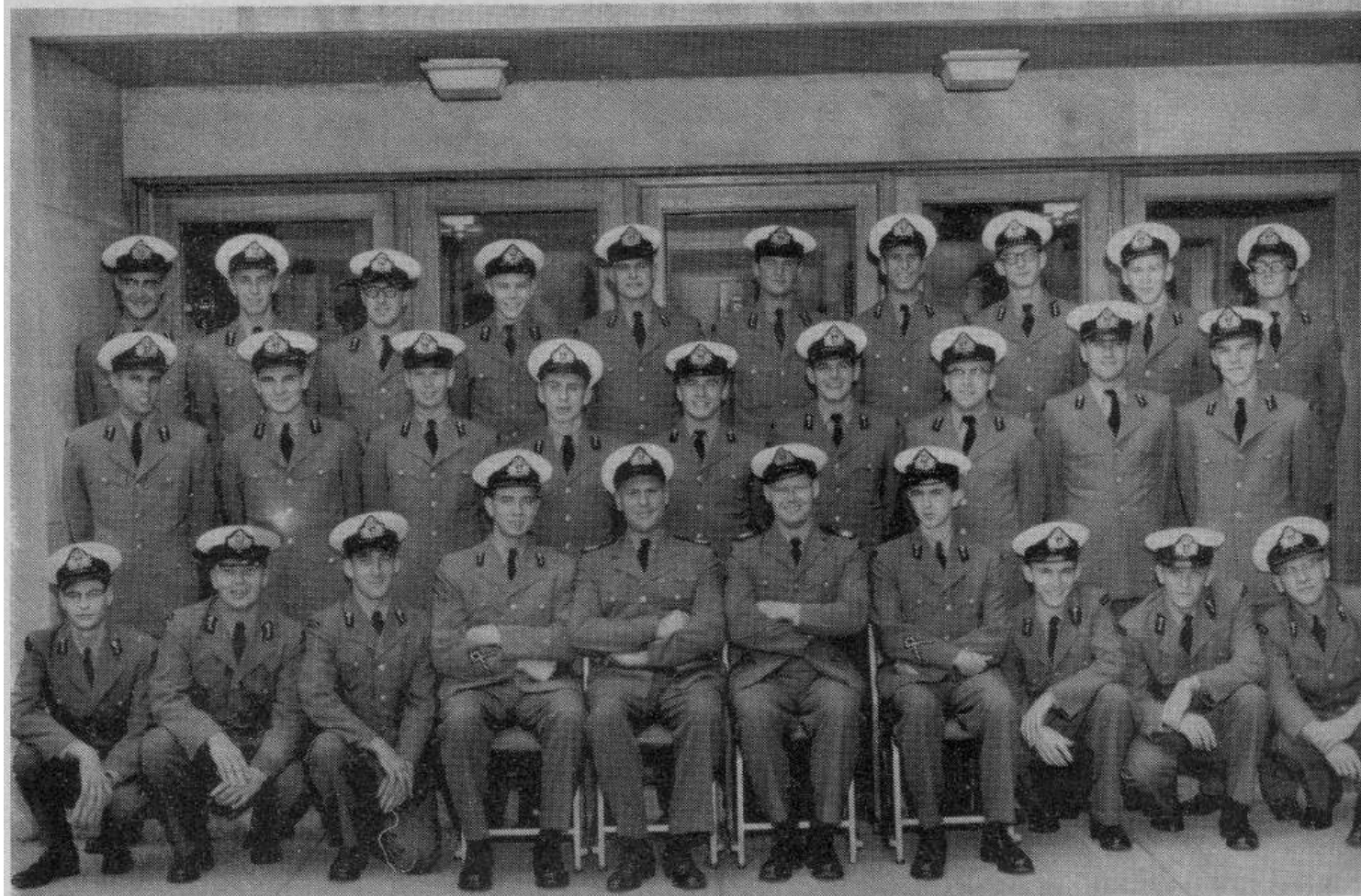




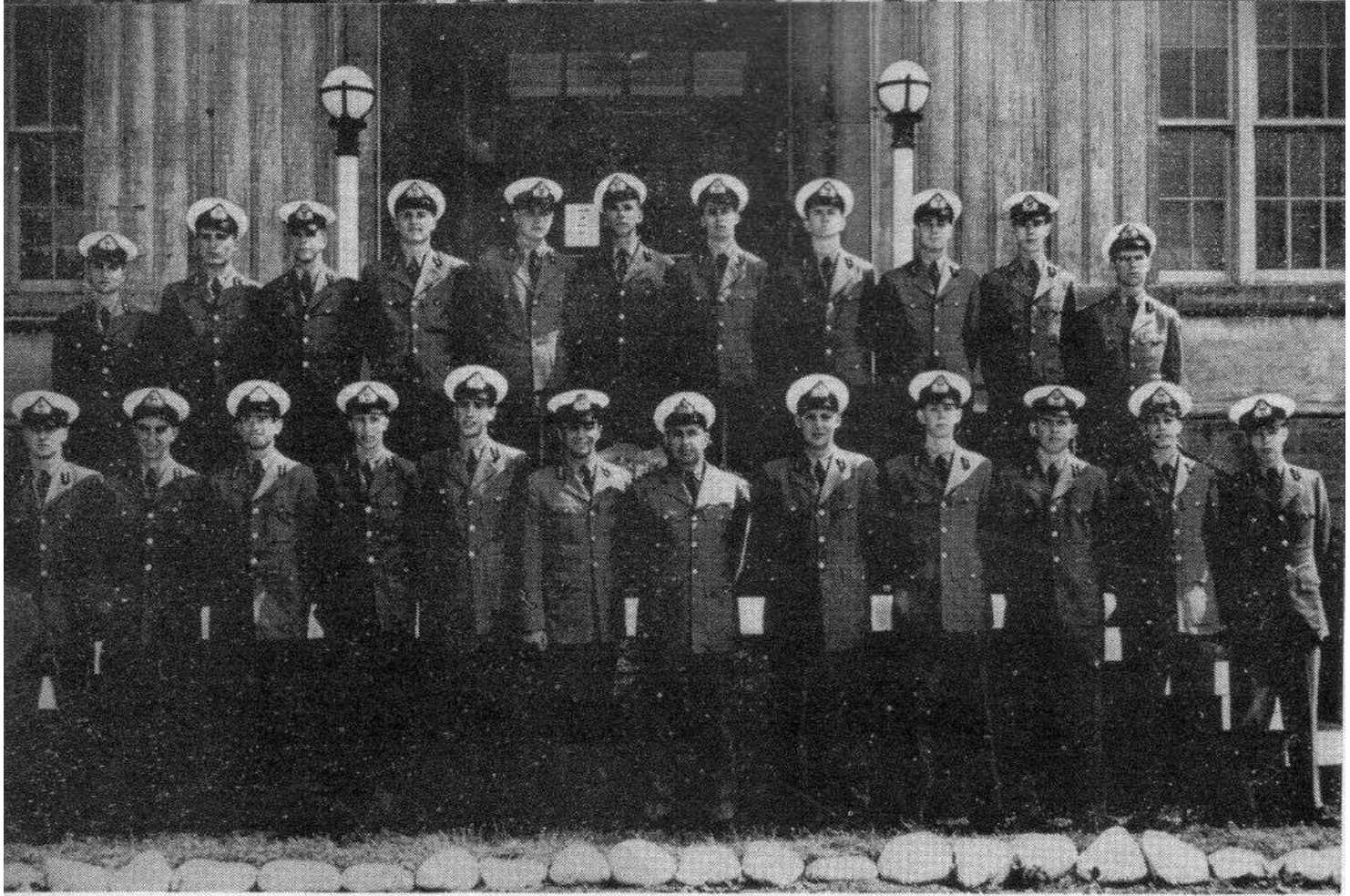
COURSE ALPHA

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COURSE BRAVO





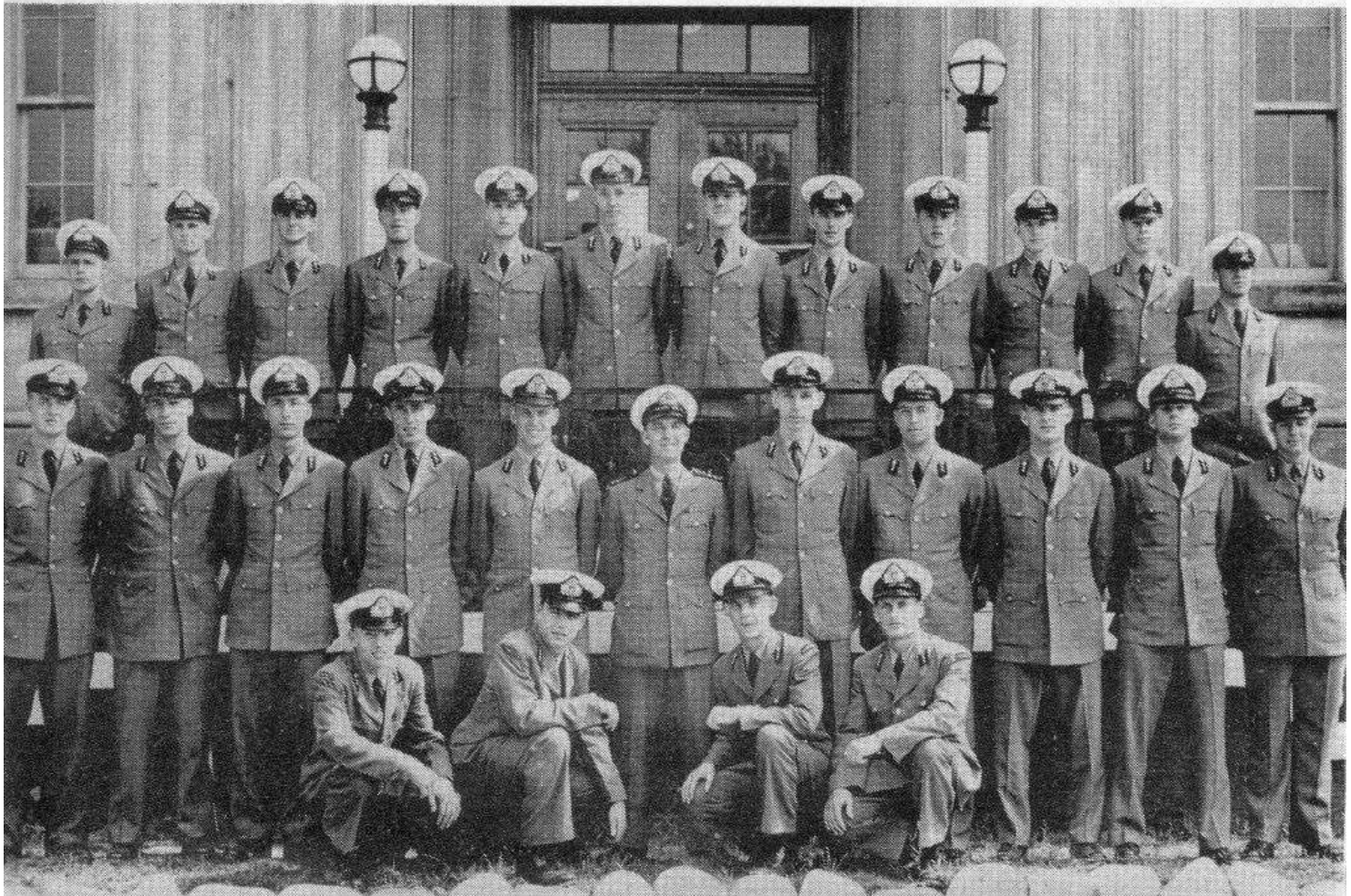


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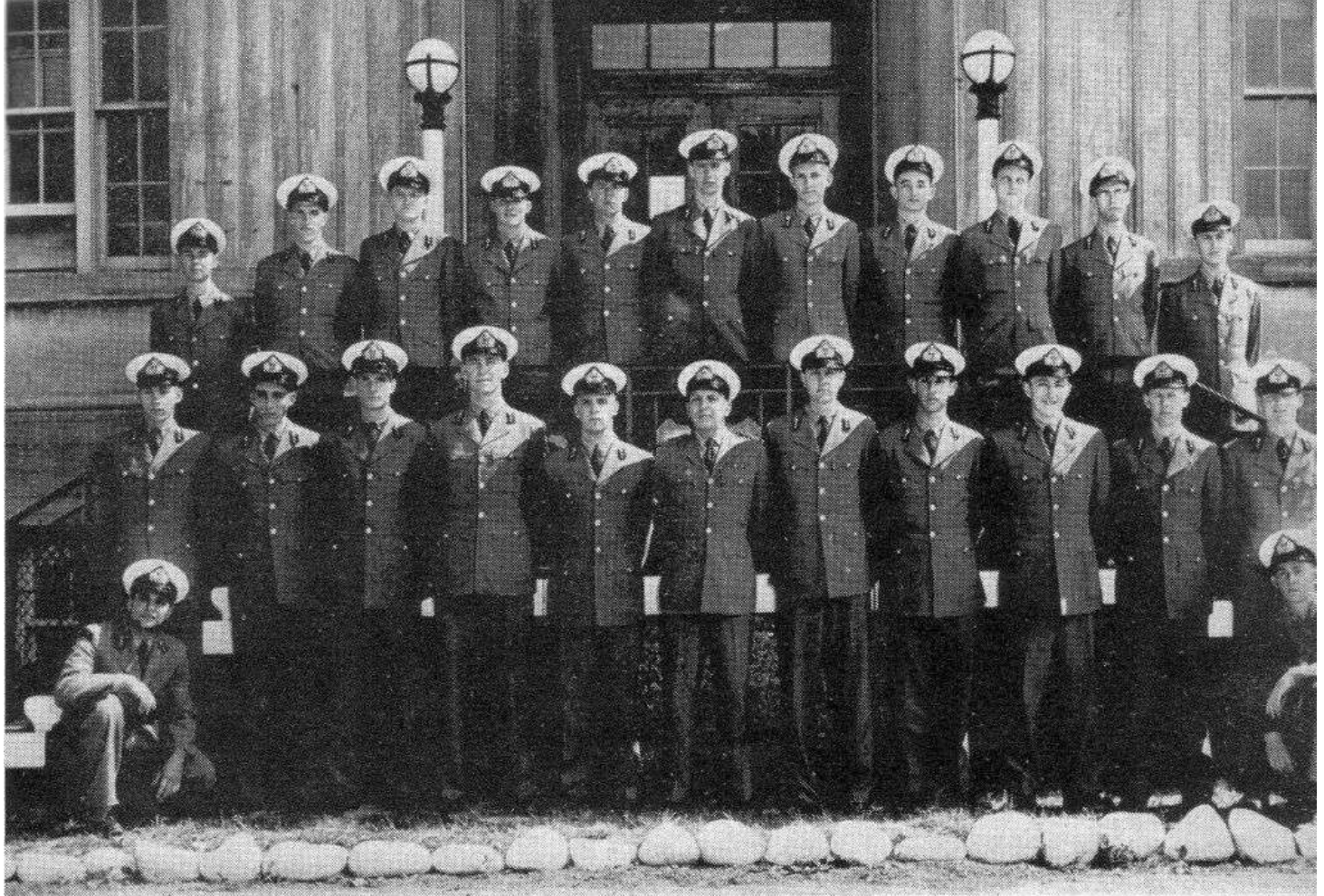


CRESCENT

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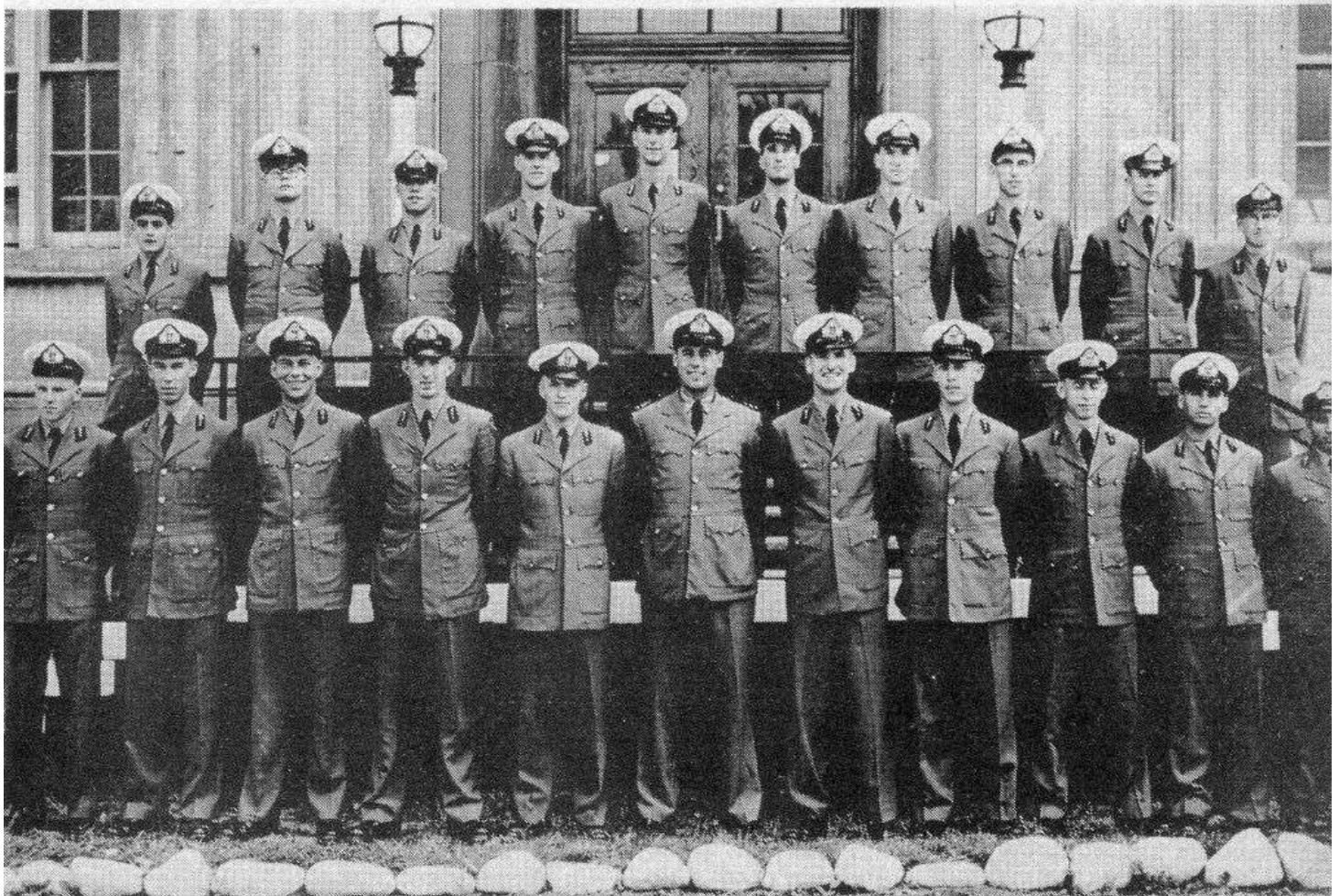


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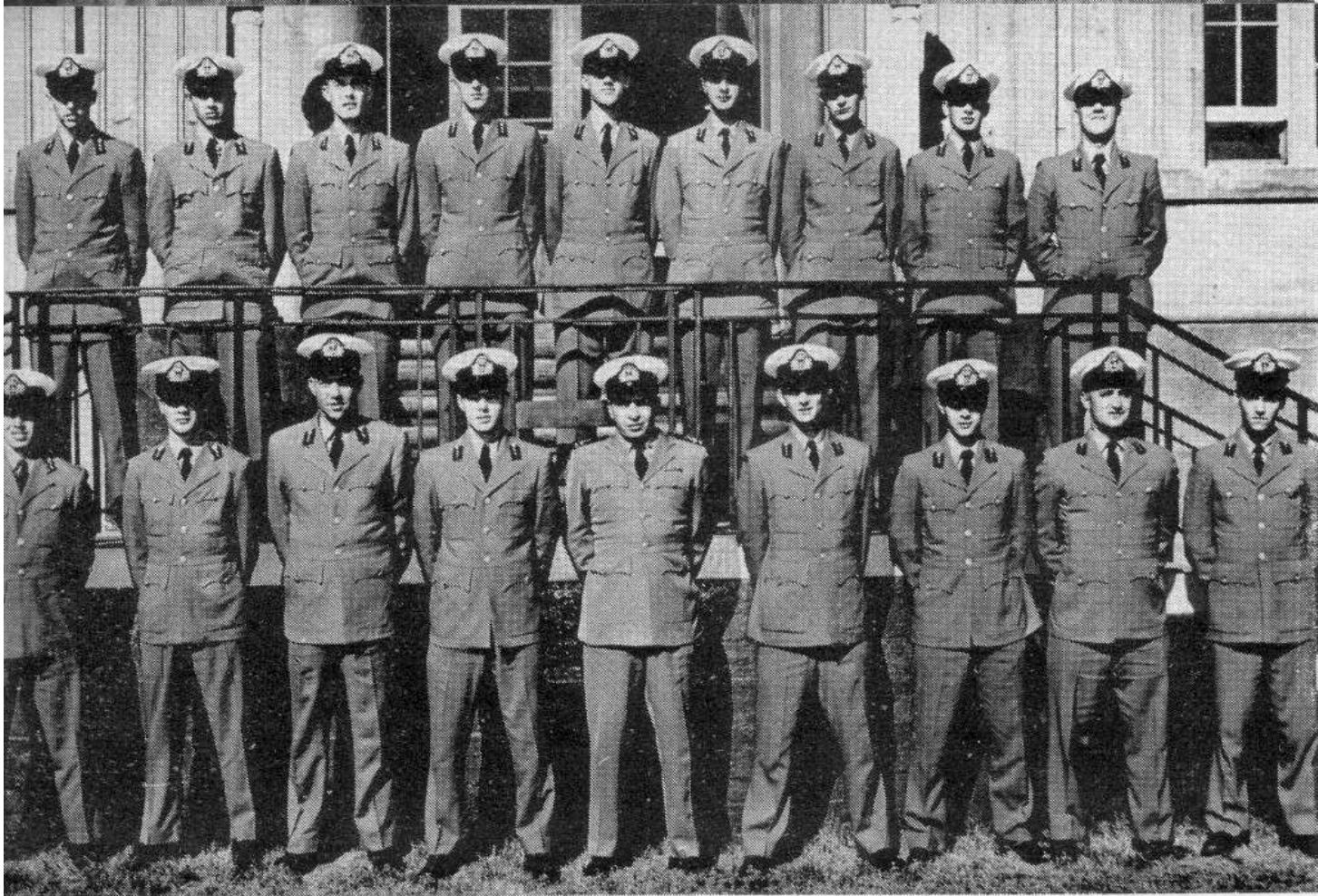


FRASER

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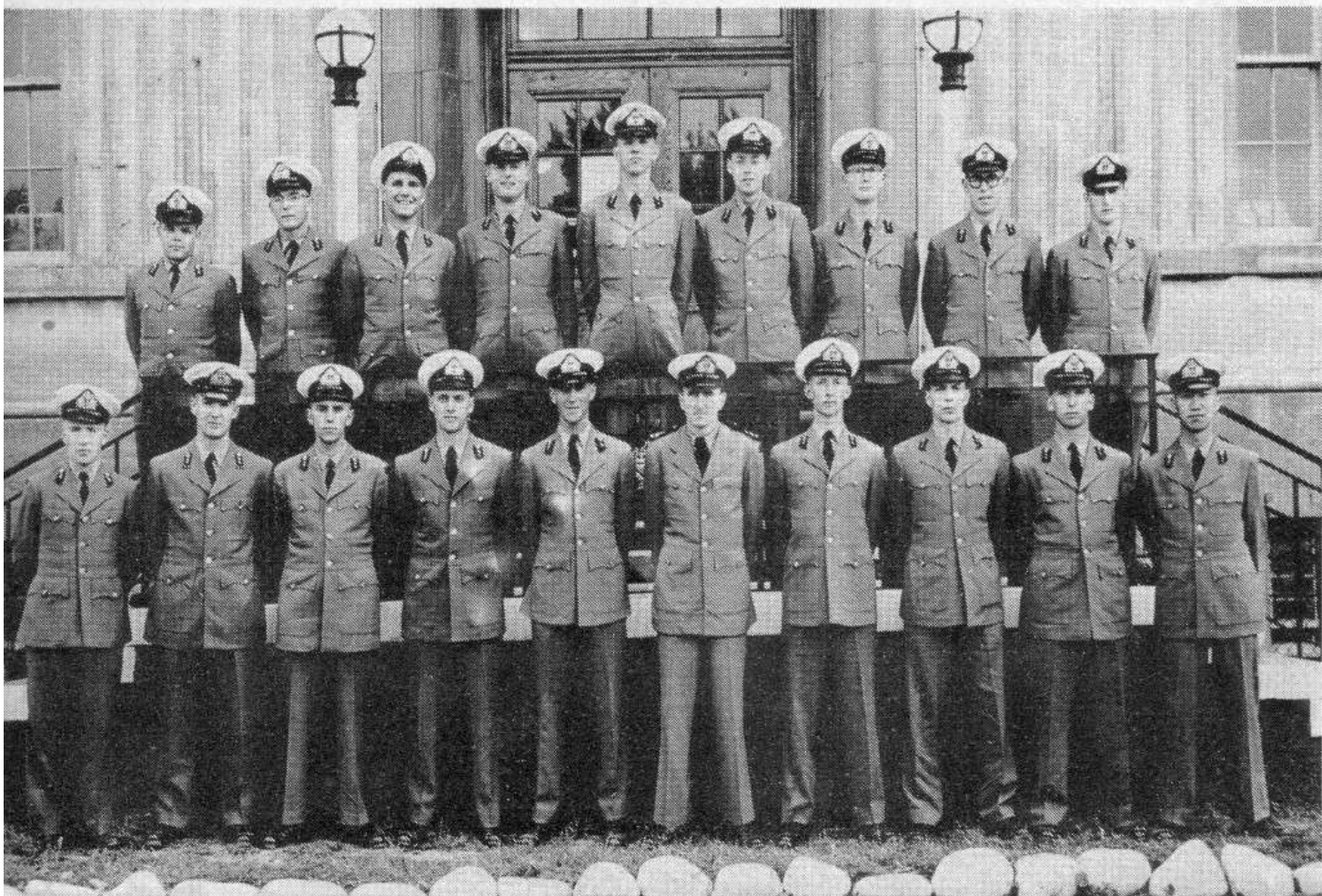


GATINEAU

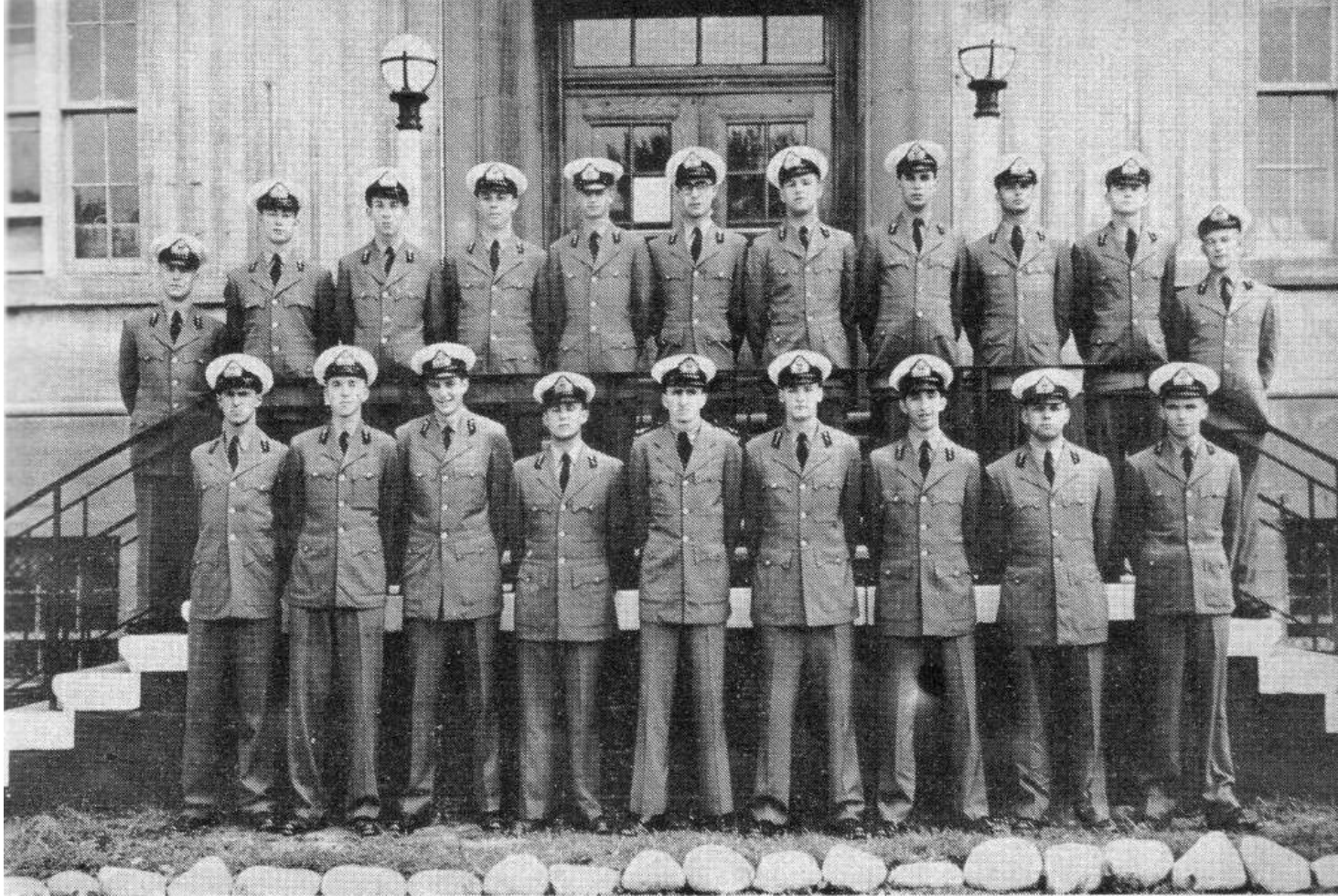
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HAIDA

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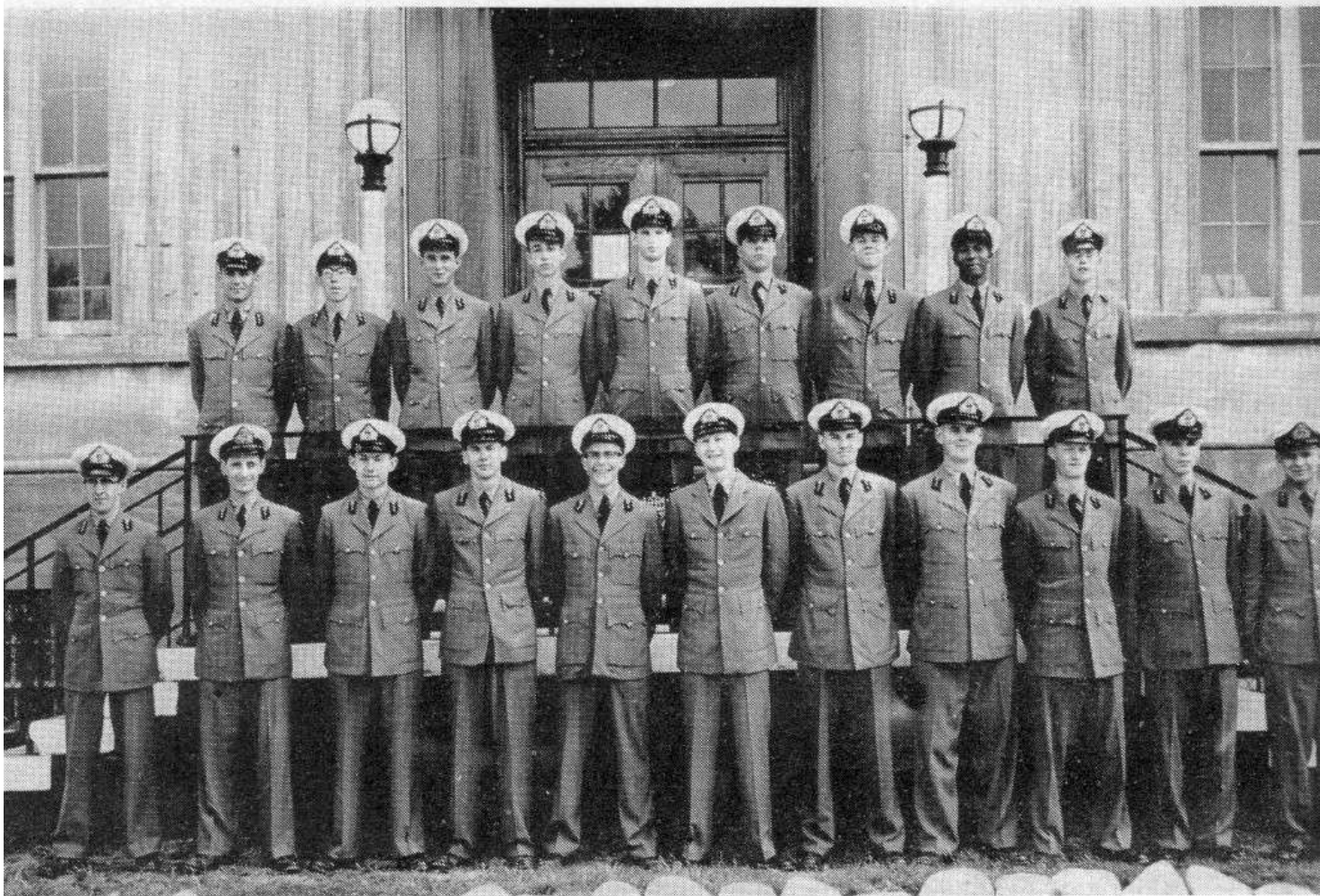


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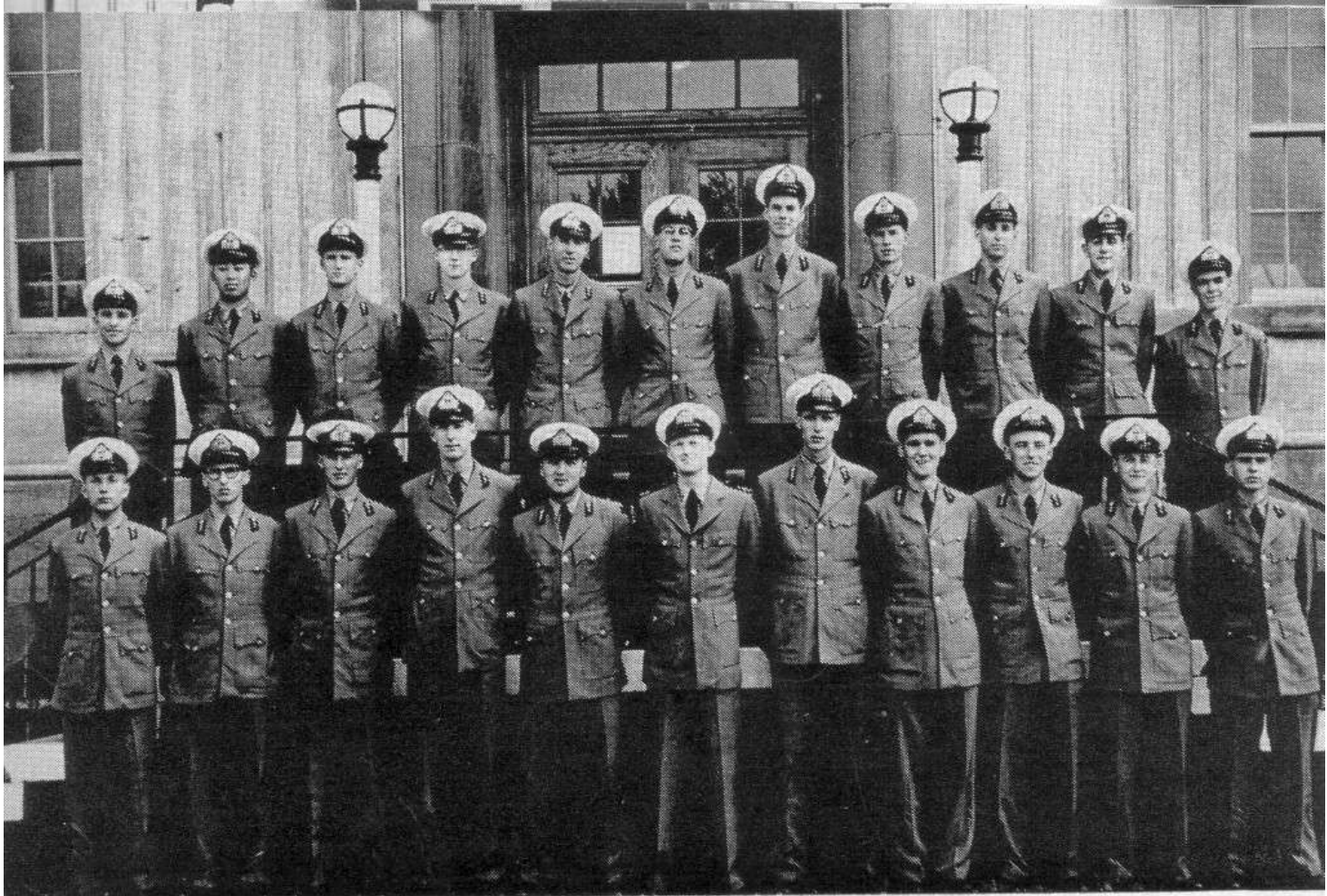


RESTIGOUCHE

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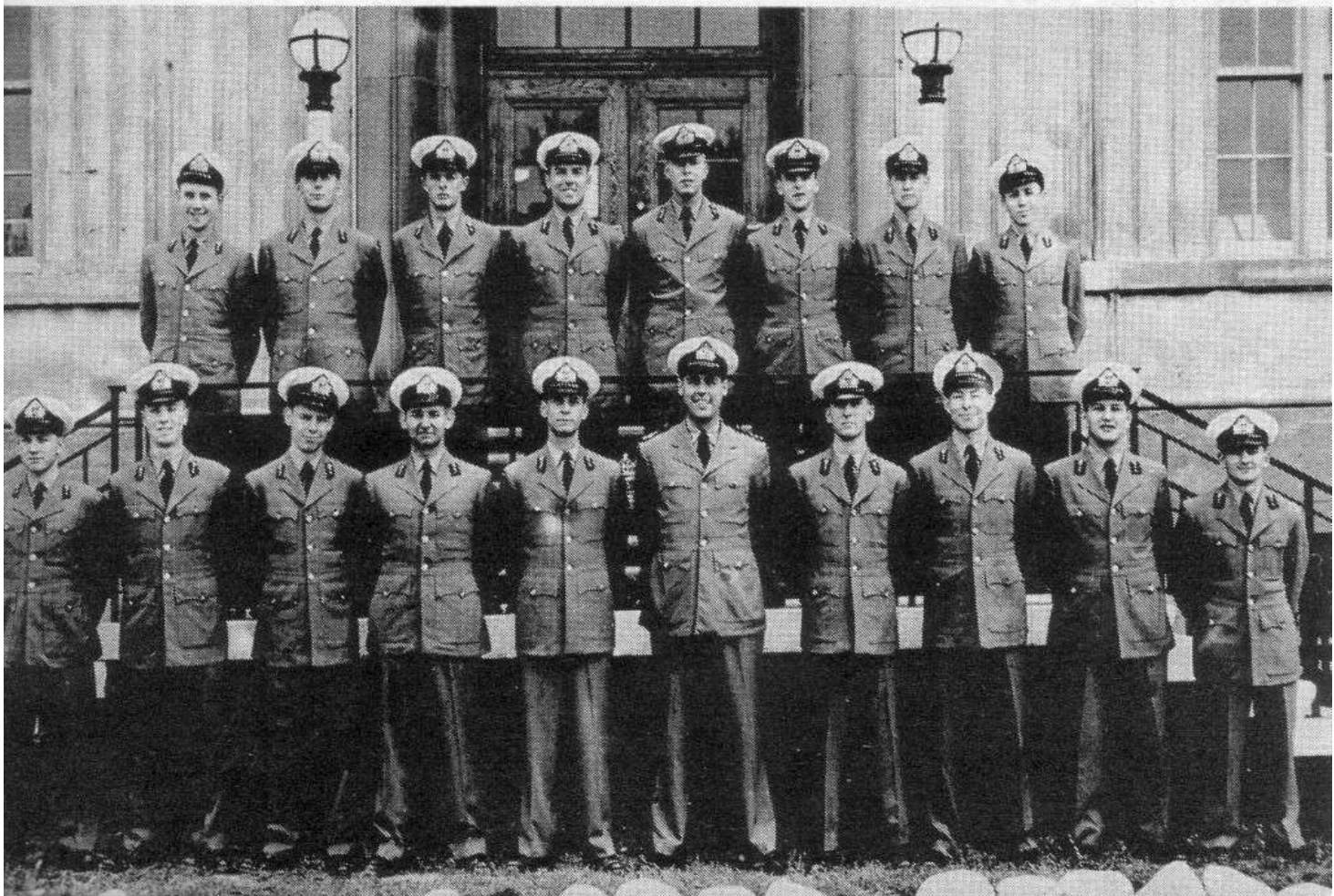


SAGUENAY



SKEENA

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# Amsterdam - 1957

"Per ardua ad astra" was a cry echoed aboard H.M. C.S. Lanark as we sailed into the port of Amsterdam. Washing off the salt and sweat of the Atlantic, Bravo cadets stepped off the brow to spend their leave in the fascinating rhythm of activity characteristic to a European city.

And Amsterdam catered royally to our every whim and flight of fancy. Some of us soaked in the Bohemian night life of Rembrandtplein; others browsed through the Renaissance paintings in the Ryjsmuseum.

Students of natural history took a trip to the large grounds of the zoo, where they took pictures of beasts and of attractive mammals of their own species. Gourmets sampled exotic Indonesian dishes and connoisseurs of beverages experimented with "Geneva"—the gin with a delayed action fuse. And when shoe leather wore thin, you could always sit down in a sidewalk cafe and watch the world go by.

One of the best ways to see Amsterdam is to board a canal boat which propels you on a guided tour through the fifty-odd canals spiralling around the city. The focal point is Dam Square—and if you manage to survive the hazardous bicycle traffic, you may buy excellent china, leatherware and jewellery at bargain prices due to the fav-

ourable exchange of the dollar for the guilder. On the modern boulevards foreign tongues are spoken with a casual Continental charm and occasionally one may glimpse a pair of wooden shoes or a graceful sari.

The Dutch are a virile, handsome race, whose determined spirit wrenched the precious soil from the sea. Linked by bonds of friendship established during the Second World War, their attitude towards Canadians is one of cordial hospitality. The war cemetery at Arnheim is a silent memorial to the sacrifices of Canadian servicemen who liberated Holland. Incidentally, the Canadian passport rates top "bona fide" in most countries of Europe.

In order to reach Amsterdam from the North Sea, ships have to pass through fifteen miles of locks and canals. This affords a capsule view of the Netherlands—the picturesque windmills, placid waters among flat grassland and the dynamic port (Canal Street) frequented by vessels from the four corners of the globe.

On Sunday, July 13th, the 7th Canadian Escort Squadron bid "au revoir" to Amsterdam and as we left the jetty, a strange calm descended upon the ship—each one of us alone in his memories of this wonderful city.

—George Hanas





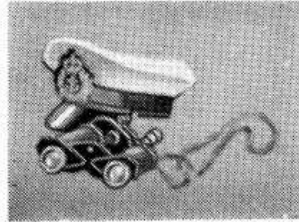


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# A Sub-hunting Exercise



Sub-hunting can be approached from three different concepts. Numbers one, two and three. (Clever, what?)

Number one is that of the average civilian (pardon the expression) who sits starry-eyed in his favourite movie house watching with awe as John Wayne or one of his fellow actors cleverly puts his ship through seemingly impossible (Did I say seemingly?) manoeuvres, before finally firing a few "ash-cans" to put an end to the sub-surface menace. All in the best Hollywood tradition of course!

Number two is that of the officers concerned with the tracking of the sub, who consider the affair as a methodical, well-planned operation. However, my scanty knowledge forbids elaboration on this concept so I am forced to halt here.

Number three is the most bizarre of all. It is that of a typical first year U.N.T.D. cadets as he stands starry-eyed in the Ops room watching with awe as the captain or one of his fellow officers (and here we deviate from the line in concept No. 1) dash madly to and fro before finally giving the order to a half frozen seaman on the quarterdeck to drop a grenade over the side to see whether or not they have correctly tracked the sub. However, on most occasions all that is accomplished was the scaring hell out of a school of fish or disturbing a peaceful wreck which was lying on the ocean floor not bothering a soul. However, these occurrences may not be gospel truth as they have never been officially confirmed.

We cadets on cruise Alfa were very fortunate (?) in

that we were the only cruise which had the opportunity to engage in the exciting sport of hunting subs in the North Sea.

Now as any good cadet knows, cruise Alfa was, for the greater part, during the month of May and as any good student of geography knows, the North Sea is a rather poor spot to pick for a vacation at any time of year, for at this time the sea water closely approaches a temperature considered ideal for ice skating and the surrounding air doesn't beg to differ with it. Put these two delightful elements together, picture the scene as 0200, work your imagination into a frenzy and you should be able to capture perfectly the temperature of a cadet on lookout during these exercises. Add to this a dash of wind and rain and the task of trying to find a periscope in a sea as black as a GI's heart and you should be able to conjure up oodles of censored phrases.

If you have ever seen a mob of natty old housewives fighting for bargains around a counter in a department store you will know exactly how a first year cadet feels when observing four officers, two or three seamen and a petty officer trying to track an enemy submarine via manoeuvring boards. Add five or six cadets to the scramble and put them in a low-ceilinged room (deckhead to navy types) about the size of the average heads and you can picture the scene in the Ops room during these exercises.

This brief article may sound ridiculous and exaggerated but the Captain of the Fort Erie summed it up quite well with these words: "About those exercises in the North Sea, we didn't catch the sub, but there was one out there . . . we think".

*Cadet T. Curren*



# Tramid - 1957



Forty-nine third year cadets attended the two-week Tramid course in Little Creek, Virginia, this year, the fourth time that Canadians have participated. Those who arrived in Halifax at the beginning of May were put through a pre-Tramid course of boat-work and P. and R.T. Others, more astute perhaps, delayed their arrival at the coast until the end of the month, and appeared just in time to join the group when it left Halifax on June 7.

The flight from "Shearwater" to Washington, D.C. was an epic in itself, but I shall not speak of it here. Just ask anyone who was aboard the plane what it was like! We spent the night at the Anacostia Receiving Station in Washington, and travelled by bus the next morning to the U.S. Naval Academy at Annapolis. There we met some of the eight hundred midshipmen who were to be our companions for the next two weeks.

The overnight journey from Annapolis to Little Creek was made in two LST's, and on the morning of June 9 we were put ashore, assigned our quonset huts, and kitted out with "trained killer" outfits. All the Canadians were integrated with the third midshipman battallion for instructional and messing purposes, but our billets were spread throughout all three battallions. The next week was a bewildering whirl of activity as we went to classes, lectures, and demon-

strations on amphibious warfare; drove landing barges around Hampton Roads; attended a ball; went swimming and beering at the Officers' Beach; and watched several hundred marines carry out a landing exercise. The following week we spent three days at sea in U.S. Navy ships as we took part in the midshipmen's own landing exercise at Virginia Beach, a resort about thirty miles from Little Creek. None of the Canadians actually hit the beach, but we were assigned positions as assault boat coxswains or as assistants to the various officers aboard the ships. The day after the exercise was completed we flew from Norfolk, Virginia, back to Halifax, and Tramid '57 was over.

The field of amphibious warfare is so vast that a two-week course can only familiarize one with the broadest aspects of the subject. Thus, although everyone found the course intensely interesting, we cannot pretend to have learned all about amphibious warfare. The real value of Tramid, and most of the cadets agreed on this, lies in its giving us a chance to meet the junior officers of another navy, and a chance to see how that navy operates. As an interesting course, and as an experiment in international co-operation Tramid is well worthwhile.

—P. Hinchcliffe  
HMCS Discovery



# Edinbourg



La ville d'Edinbourg, au premier abord, me sembla pareille à n'importe quelle autre ville du Canada ou des Etats-Unis. Mais telle opinion ne dura pas longtemps.

La première chose qui me fit changer d'idée fut une automobile, lancée comme un bolide, qui me manqua de deux pouces lorsque, voulant traverser une rue j'ai regardé du mauvais côté de la rue. Ainsi la circulation était à l'inverse de chez-nous!

Puis, voulant explorer les rues moins parcourues, j'ai été surpris de les voir si étroites et composées de pierres inégales. Les façades des maisons étaient de l'époque victorienne ou plus vieilles. Mais cependant, tout était bien conservé et il y régnait une atmosphère de propreté.

Revenu sur Princes Street, une des plus grandes artères de la ville, j'y ai visité les Jardins Publics, qui sont des merveilles de couleur et de fraîcheur. Presque tous les soirs il y a des fanfares qui viennent y jouer de vieux airs écossais, tandis que quelques jeunes exécutent des danses de folklore. Le soir, jusque neuf heures, grouille dans le parc une foule de citoyens avides de repos et de fraîcheur.

J'ai trouvé que la mentalité des jeunes est différente de la nôtre. Il arrivait souvent qu'un groupe de filles marche sur la rue et qu'elles fussent suivies par un groupe de gars qui sifflaient, interpellaient, et, en autres mots, faisaient les fous. Mais les garçons en arrêtaient là: ils n'abordaient pas les jeunes filles. Et il arrivait souvent qu'un ou deux matelots canadiens leur enlevassent les demoiselles au nez.

Je me souviens aussi de ceci: jusque neuf heures du soir, les rues étaient encore remplies de foules. Puis dans quelques minutes tous s'éclipsaient. Les rues étaient désertes, sauf pour une ombre fugitive ici et là. Il était temps d'aller soit à une salle de danse, soit à son hôtel.

De jour, je me faisais saluer par des sourires engageants et des exclamations de: "Hello Canada!" Tous ceux auxquels je parlais avaient des parents au Canada, ou ils y étaient déjà allés, ou encore avaient l'intention de s'y rendre.

Sous l'aspect dont je viens de décrire Edinbourg, je puis vous dire que j'ai été charmé par elle. J'y retournerais volontiers n'importe quand.

—Alphonse Tetrault





# Sports - East Coast

Sports on the East Coast this summer were hampered by weather somewhat but the athletic facilities of Stadacona were well used however. Inter-divisional competitions were carried out in softball, basketball, and volley ball. Although the schedule was never completed, Labrador Division had chalked up the most victories in these sports.

In June a sports tabloid was held in the gymnasium and after a lot of effort, sweat and fun, Saguenay Division emerged as the winner.

The best competitions of the summer were probably held in Track and Field. Early in the summer a warm-up track meet was held and here Saguenay again led the rest of the field. Several good performances with Cadet Croll's record-breaking heave in the shot put are of special note.

The winners of this meet then started training for the Atlantic Command meet where the U.N.T.D.'s placed second to a powerful Stadacona team.

The Navy representatives team won all meets in which it entered. This included both the Provincial and Maritime championships. Running on this team was Cadet Manderson in the sprints, Labrosse in the 440 and Lee and Montgomery in middle distances. All the cadets scored points in all these meets with Cadet Manderson's efforts in the sprints being worthy of special praise.

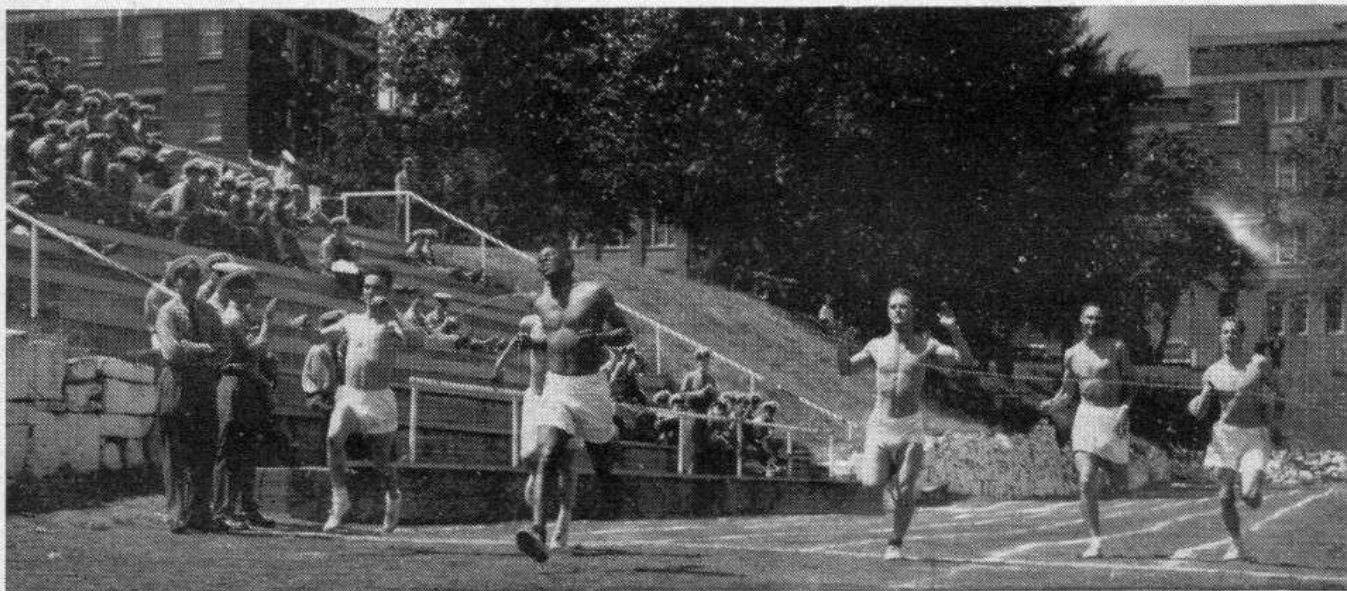
Track was rounded out by the annual U.N.T.D. meet in July which was won by the old pros in Labrador Division. The award for high aggregate scoring was a tie between Cadets Hansen (discuss, shot put), Manderson (100, 220 yards) and Montgomery (440, 880 yards).

Cadets also bolstered the winning Navy swim team with Cadet Pare being outstanding.

The last event of the summer was the war canoe race

on Navy Day. In this colorful event our tribe of savage Indians stroked steadily away from the rest of the field to take the trophy back to the gunroom.

On the whole the summer was a success, if not in the championships collected, then in the numbers and enthusiasm of the cadets taking part in the program.





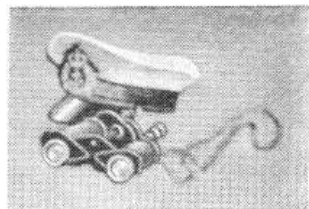








# Fete de la St. Jean-Baptiste



Le 22 juin 1957 avait lieu cette année la traditionnelle fête de la St. Jean-Baptiste au Gunroom du H.M.C.S. Stadacona. Cette soirée tenue annuellement groupait tous les cadets canadiens-français et leurs invités pour célébrer dans la joie et la gaieté la fête de leur saint patron. Un nombre sans précédent de cadets canadiens-français ont pris part à cette soirée cette année qui avait été scedulee quelques jours suivant le retour de la croisière alpha et précédant le départ de la croisière bravo.

De nombreux invités de marque rehaussaient de leur présence l'éclat de cette soirée. Parmi ceux-ci mentionnons, Mme R. E. S. Bidwell, femme du Contre-Admiral R. E. S. Bidwell, CBE, CD, MRC, le Commandant et Madame I. McPhee, R.T.C., Le Lieutenant-Commandant et Madame P. Howitt, S.O.C., les Capitaines des trois fregates qui font les croisières pour les cadets, les trois officiers de bord et les trois officiers d'entraînement en mer et nombre d'autres.

Le programme, quoique simple, sut plaire à tous et chacun. Une réception était d'abord offerte à tous les invités

et aux cadets de langue française de 1930 à 2100. Chacun s'efforçait de placer un petit mot en français ce qui rappelait à plusieurs d'agréables souvenirs de jeunesse ou de guerre alors que pour d'autres c'était tout simplement la renaissance du milieu familial. Les invités étaient reçus par les membres du comité de l'organisation.

À 2100, au son de l'orchestre, la danse était ouverte à laquelle étaient invités à se joindre les cadets de langue anglaise. À quelques intervalles durant la soirée, on se plut à écouter ou à chanter de bonnes vieilles chansons canadiennes et françaises telles que "Alouette", "Chevaliers de la table ronde", "Bonhomme, Bonhomme", "C'est l'aviron", "Frères Jacques", "Au Clair de la lune" et autres. Un réveillon fut servi vers 2300 et c'est au son de "Ce n'est qu'un au revoir" que tous se quitterent pour regagner la terre le cœur en lasses et espérant des retours plus fréquents de ces soirées canadiennes-françaises.

*Remy Dussault, Cadet (E)  
Cape Breton Division*





# Command Ball - East



Submerged in an underwater theme, the Command Ball held on June 26 in the Gunroom of H.M.C.S. Stadacona, must rank as one of the best in years. Although this year the U.N.T.D. cadets were not able to fete the midshipmen of the United States Naval Academy, the presence of 320 cadets and their many official guests, more than made up for this deficiency.

Under the Mess President, Cadet Captain ham Hamilton and the Ball Co-ordinator Alex MacLennan, the cafeteria and Gunroom assumed a new aura as it was transformed into deepwater atmosphere of myriad coloured fish, sunken ships, forgotten Grecian cities and mermaids. The Gunroom lounge was tastefully decorated in naval signal flags and provincial crests.

Have you ever been swallowed by a whale? No! Well, those at the ball were. Framing the entrance to the dance floor was a splendid paper mache blue whale, realistic to the point of awesome white molars. The entire decoration scheme was under the chairmanship of Cadet Jim Boutilier, with his able assistants including Cadets Don Gillis, Peter Outhit, Eric Clemens, Rod Grant, George Martell and all the second year Electrical cadets.

The highlight of the evening was the official and in-

augurant opening of the Gunroom Patio by Rear Admiral R. E. S. Bidwell. The patio, constructed under the guiding light of Cadet Norm Gooderidge and the first Lieutenant, Lt. A. J. Walzack, has been officially named the Bidwell Patio and a plaque erected to commemorate the occasion.

During the course of the evening Rear Admiral Bidwell was presented with a suitably inscribed bread and roll tray on behalf of the U.N.T.D. Cadets who have served under him in the past years. Mrs. Bidwell was the recipient of a splendid bouquet of flowers.

This year the problem of taxis was adequately coped with, thanks to the diligent efforts of Cadet Bob Bentley.

As cadets alighted from their mode of conveyance and stepped under the canopy they were met by a receiving line consisting of the Reserve Training Commander, Cdr. L. A. MacPhee and Mrs. MacPhee and the Mess President (and friend).

Music was provided by the band of H.M.C.S. Shearwater. Tickets were handled by the Asst. Mess Sec. C/C Peter Bennett.

*C/C Peter Bennett*







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# Gunroom - East Coast

On 6 September, 1957 the Gunroom, H.M.C.S. Stadacona closed its doors on another successful cadet training period after four months of mess dinners, smokers, beach parties, buffets and a Command Ball, which included the official opening of the now famed 'Bidwell Patio'.

On June 20, 1957 the Gunroom Mess Committee got under way officially under the direction of Cadet Captain I. R. Hamilton, Mess President. The temporary president Cadet Captain G. Dugay became Executive Assistant, while the Vice-Presidency was held by Cadet Captain T. P. T. Evelyn. The Mess Sec-Treas. Lt. Darby assisted initially by Cadet Collins was later aided by Cadet Captain P. Benet.

The cadet season opened with the usual round of smokers, mess dinners and dances. The first dance of the season was sponsored by the third year on May 26 under the direction of Cadet Captain W. Harley. In succeeding weeks second and first year cadets respectively held successful dances in the Gunroom to get the season off in full swing.

The St. Jean Baptiste party under the direction of Cadet Captain Dugay was held on June 22 and provided plenty of entertainment for all French speaking cadets and their guests.

Two Buffet suppers were held during the summer period, June 16 and July 28 and although not well attended they were well enjoyed by those who attended.

July was the big social month at Stadacona with four beach parties at McNabb's Island, several mess dinners, a hard times dance, the Command Ball, a buffet suppeer and the S/Lt's cocktail party following the graduation ceremonies.

The highlight of the entire cadet training period was of course the Command Ball held at the Gunroom, H.M.C. S. Stadacona July 26 with some 850 cadets and guests attending. For the occasion the Gunroom patio, overlooking Halifax harbour, was finished after many weeks of hard labour by the cadets of all years. The patio was officially opened by Rear-Admiral R.E.S. Bidwell, C.B.E., C.D., R.C. N., and named the 'Bidwell Patio' in his honour. All guests were duly impressed by the beautiful view of the harbour, Dartmouth and the Angus L. MacDonald Bridge from the patio with the warm starlit evening adding to its popularity.

Just before intermission Rear-Admiral Bidwell was presented with a sterling silver roll tray, on the occasion of his retirement in September, by Cadet Captain Hamilton on behalf of all U.N.T.D. cadets, 1946-1957. Mrs. Bidwell was presented with a lovely bouquet of flowers.

Later in the evening Lt. Walzak, the first lieutenant, was presented with a silver beer stein by Cadet Goodridge on behalf of the Gunroom Mess for his fine assistance in the construction of the new 'Bidwell Patio'.

A vote of thanks goes to Cadet Goodridge, head of the Patio Committee and Cadet Captain A. MacLennan, chairman of the Command Ball Committee for their fine work in making the entire evening a success.

The whole 'Command Ball Weekend' from 26 to 30 July, was a long series of enjoyable events ending on Tuesday July 30, with the Graduation and Prize Giving Ceremonies. The Saturday night following the Ball the Gunroom was thrown open to informal dancing while Sunday night the Command Ball Buffet Supper was enjoyed by all attending.

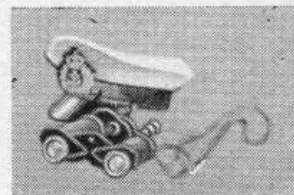
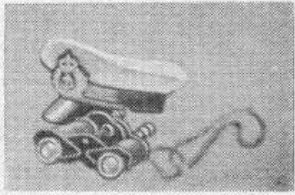
After the torrid pace of the Command Ball weekend the Gunroom settled away to more subdued entertainment until August 15 and 16 when the annual Cadet Revue rolled around. Again this year the Revue was a big hit thanks to the efforts of producer-director Cadet Captain Evelyn and Glee Club Director R. J. Belisle. The cast was again honoured on opening night by Rear-Admiral and Mrs. Bidwell to an-after-the-revue-party at the Admiral's residence. Friday August 16, following the final production of the Revue the Gunroom was again 'open house' for the cast and all guests. Dancing followed a small lunch prepared by the Gunroom's Chief Steward, Chief Bordage.

The last major Gunroom event was the annual Instructor's Smoker held Thursday, August 22 at 2000 hours in the Gunroom. Needless to say, the event was well attended and an enjoyable time was had by all.

The Gunroom Mess at its final meeting of the Training period Friday, August 23, adopted and passed the revision of the Gunroom Constitution. At the same meeting the Gunroom Mess approved an estimate of \$1069 for the panelling of the east wall of the Gunroom, including the lobby entrance to the patio and the padding of the three doors on the east side. An additional \$275 was set aside by the Gunroom for the purchase of divisional and ship's crests to adorn the new east wall. Cadet Mont of H.M.C.S. Scotian agreed to head the committee to purchase the crests in the winter months. Another sum of \$500. was donated to charity.

In conclusion, on behalf of the Gunroom Mess of 1957, our sincere thanks go to Commodore E. W. Finch-Noyes, C.D., Commodore H.M.C.S. Stadacona, Commander I. A. McPhee, C.D., Reserve Training Commander and L/Cdr. D. M. Howitt, D.S.C., R.C.N., Staff Officer Cadets and all others connected with cadet training for their assistance in the successful functioning of the Gunroom Mess - East Coast, 1957.







# Technical Course "Alpha"

A child viewing a five-dollar Christmas stocking in Woolworth's would have the same difficulty as I would in writing a comprehensive account of our stay in Hochelaga. The child does not view the phenomenon as a reddened gauze package containing such items as a Gene Autrey six gun with a genuine imitation leather case, or two dozen assorted marbles, or a package of crayons, but as one glittering fantasy of toys.

Hochelaga, to trample on the analogy a little, is that same Christmas gift. The stocking itself, the manifestation of our good fortune, is the Wardroom and its associated privileges.

Nothing spectacular happened to us in Montreal. Two rather elaborately planned skylarks failed to come off and as far as I can remember no one ran amuck. Some events do stand out however. I can still see the two hundred and forty pounds of smiling, giant Fred Philchuck leaning at a dangerous angle over our ferocious but rather slightly built Chief O'Brien, as the immaculately dressed P.T.I. cursed him out for dirty gym shoes. The effect was somewhat like a mouse fiercely berating a rather indulgent and friendly moose.

In my mind's eye P.O. McWade is still singing away in the showers with his clothes on, after weepers, and the

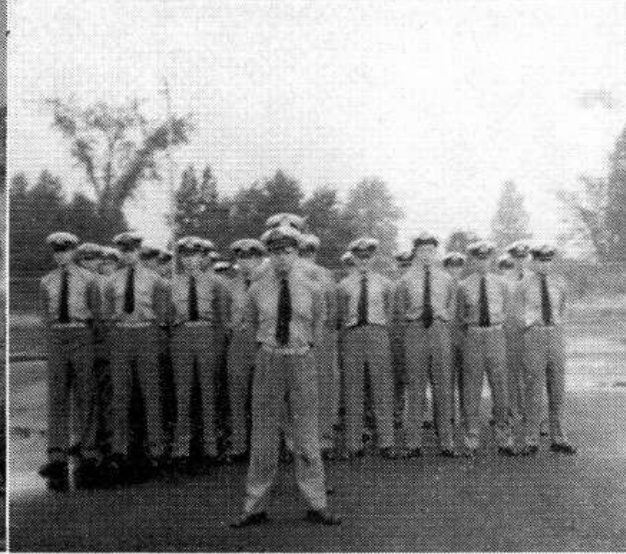
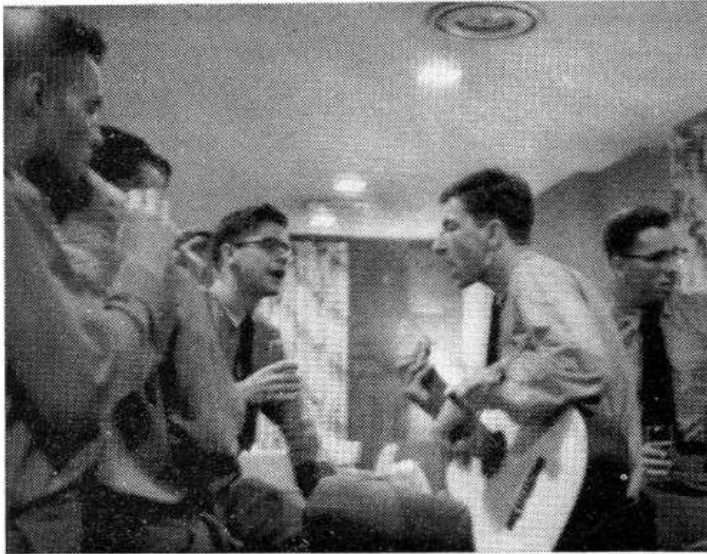
urban and witty Lt. Cdr. (S) Tassie is leaning over the desk in our classroom casting "bon mots" about with his usual casual demeanour.

If the swift passage of time is any indication of the pleasure derived, our stay in Hochelaga was the swiftest six weeks ever spent in any Naval establishment or ship. Perhaps it was the luxurious cabins, well prepared meals, amply stocked bar, spacious lounge or our proximity to the hottest city in Canada, but it seemed that we were packing to leave as soon as we arrived.

Our instructors were officers and men who took a deep interest in our progress and tried to make their subject vitally interesting. We were given not only the privilege of living in the Wardroom but the responsibilities that went with it. All of us had a turn at watch standing as Second Officer of the Day and those who joined the clubs were occasionally boats officers.

In retrospect, course alpha's greatest value was in exposing Cadets to an experience the majority of them will miss in their future years of retirement in the Reserve (Naval). They were given an opportunity to fraternize and deal in their daily life with the officers of the regular force.

*Cadet M. B. Zysman*  
York



## R.C.N. (S) Cadets

This summer the third year R.C.N. Cadets joined second and third year U.N.T.D. Cadets for the Cadet Technical Course "A" in H.M.C.S. Hochelaga.

Cadets (S) Sutherland and Kennedy were appointed Cadet Captains and provided the little discipline and administration that was necessary.

Under the competent and understanding guidance of Lt-Cdr. (S) A. C. Tassie the entire class enjoyed the six week course although on occasion the sultry weather and the late nights in Montreal encouraged a lassitude which had to be overcome—sometimes by the Course Officer.

The lectures and training received in this course should prove beneficial to all the Cadets but more so to the R.C.N.

Cadets since it will have provided the basis for the Supply Officer Technical Course which we will have to take on graduation from college next year.

On completion of the course Cadet Captains Sutherland and Kennedy left for the West Coast where, I understand, they are assisting in storing one of the Destroyer Escorts prior to her commissioning. Cadet (S) Simpson, McWade and Baird arrived at H.M.C.S. Stadacona where they carried out on the job training in the Pay, Cash and Transportation Offices before proceeding on annual leave.

*Cadet (S) Melvin A. Baird*

P.S. We all thought that U.N.T.D. Cadets were tremendous—a tip of the hat to them.



# Air Branch Training

This year saw ten cadets of the U.N.T.D. decide to take to the air rather than to the sea during the summer months.

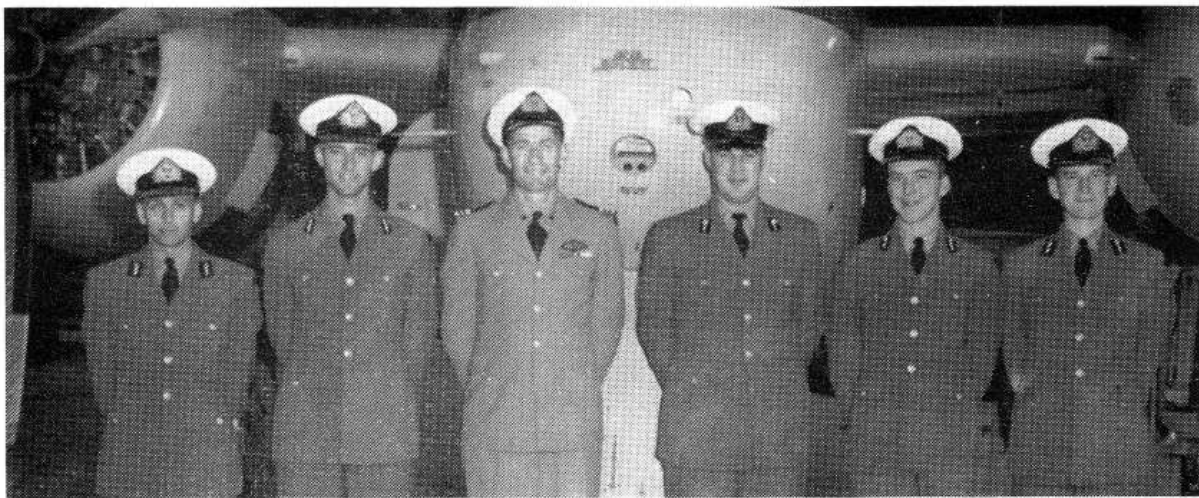
A change in policy in the selection of cadets for air training brought first, second, and third year cadets together for first year air training. Our only third year cadet and therefore captain of our little crew was Jerry Neilson. Second year cadets included Don Hushion, Isord Dweedy, Ron Iwohig, John Wightman and Bob Pollord. First years were Annt Elzinga, Bob Leverette, Bill Cummings and Pete Irvine.

The primary flying training course was held at the R.C.A.F. Station in Centralia, Ont., and although it was only of six weeks duration it did bring us up to private licence standards. This would not seem much of an accomplishment after listening to the instructors describe our little aircraft "The Chipmunk" as the only plane that will take off, fly, and land by itself.

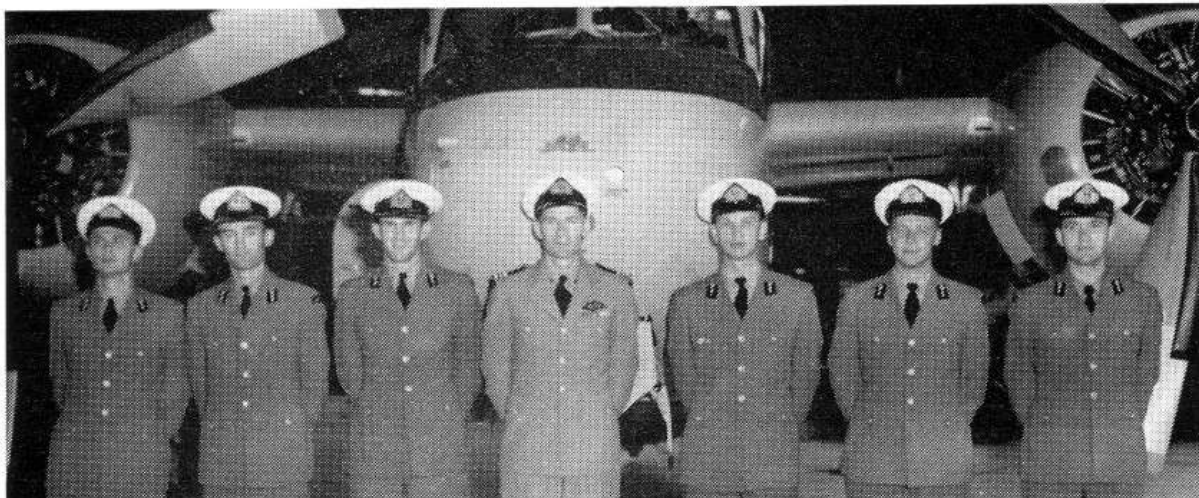
This introduction to flying did, however, make all of us very anxious to move on to more advanced aircraft next summer and again take our chances at playing "prong artist". Fortunately all of us managed to avoid this category for this summer at least, which was especially lucky considering we had "WILD MAN" Cummings with us. It was probably not all luck though for the airforce did provide exceptionally good instructors and I think we were all glad at one time or another that they had the patience they did.

The other cadets with whom we did our training, really gave the course quite a cosmopolitan atmosphere. We were integrated into a group of cadets from a variety of N.A.T.O. countries, including England, Turkey, Holland, Denmark and France. These cadets continue their training through the winter, however, we may possibly see some of them again next summer when we move on to Harvards.

—R. N. Pollard



R.O.T.P. CLASS 1957 — THE TRACKER CS2F-1



U.N.T.D. CLASS 1957 — THE TRACKER CS2F-1



# Class History - 1957

This summer, as usual, universities all across Canada sent their favourite sons as members of the University Naval Training Divisions to the East and West coasts for, as the C.W. List describes it, R.T. and S.D. But of course, as the air branch can tell you, the most favoured cadets were sent to the Royal Canadian Naval Air Station at H.M.C.S. "Shearwater".

This rather select group of six U.N.T.D.'s was joined by 5 R.O.T.P.'s who were fortunate enough to choose H.M.C.S. "Shearwater" for summer training. The class spent ten enjoyable weeks on a Naval Aircraft Familiarization course at the Naval Aircraft Maintenance School. Most of the basic phases of aircraft maintenance as well as theory of flight were covered on the course, with concentration on the F2H3 Banshee and the CS2F-1 Tracker. Often the combination of the two aircraft resulted in slight confusion (as to just where the Banshee's torpedo bay doors were, for example), but in the usual U.N.T.D. tradition the cadets conquered all, and with one exception passed the course.

The most noteworthy parts of the course were the sports and the parade training. As all cadets know, their parade training could be improved with practice. At N.A.M.S. this practice was given and the cadets took charge of all divisions held by the school. There was considerable improvement in the cadets dress and bearing and in their ability to take command. The sports programme, of course, was enjoyed by all. Augmented by a doubles and singles Tennis Tournament, sailing, and trips to local civilian industry on inclement days, the programme provided for a wonderful period each day to retire from the confines of the classroom to which cadets are bound all year.

Living accommodation on board was very, very good. The cadets shared the Gunroom with the station Sub-Lieutenants and when the new Wardroom was complete on June 1st, moved into the Gunroom on the third deck of this building. The Cadets stood two duties while on course, Duty Boats Officer and Duty Gunroom Officer. This added to the responsibilities of all and definitely to their knowledge.

After the course was completed the group scattered. Most of the R.O.T.P.'s elected to go on leave; whereas the U.N.T.D.'s were sent to various operational Squadrons or to sea.

## THE CLASS MOTTO

NIHILO                      BANSHEE                      CARBORUNDUM

Which, freely translated, means:

Don't let the Banshee wear you down!

Name ..... Terry McCluskey  
 University ..... U.N.B.  
 Ambition ..... To be a Forest Ranger  
 Probable Destination ..... Black Baptist!!!  
 Favourite expression .... Well: Myrna, Nancy, Joan, Maxine, Mary or Barb.  
 After N.A.M.S. .... Squadron duty V.S. 881

Name ..... Dick Soberman  
 University ..... Dalhousie  
 Ambition .... To have the best collection of Pinking Shears in Halifax.  
 Probably destination ..... C.N.S. Israeli Navy  
 Favourite expression ..... Gimmee your quarter  
 After N.A.M.S. .... To Sea, H.M.C.S. Fort Erie

Name ..... John F. Wightman  
 University ..... Acadia  
 Ambition ..... To get his wings  
 Probable destination ..... Lt. (E) (AE) (?) posted to CANMINRON 1  
 Favourite expression .... Up I go into the wild blue yondeer  
 After N.A.M.S. .... To RCAF Station Centralia (P)'s course

## THE CLASS

### CADETS U.N.T.D.

Name ..... Bill Evelyn  
 University ..... Dalhousie  
 Ambition ..... To remain a bachelor  
 Probable destination ..... Populating P.E.I.  
 Favourite expression .... There we were—3 against 1000; toughest three we ever fought  
 After N.A.M.S. .... Squadron duty V.F. 871

Name ..... Ian Fraser  
 University ..... Queens  
 Ambition ..... Nobel prize in Physics  
 Probable destination ..... Washing test tubes for the A.E.C.  
 Favourite expression ..... Let's play tennis  
 After N.A.M.S. .... Squadron duty V.F. 870

Name ..... Al (Ace) Matthews  
 University ..... University of Toronto  
 Ambition ..... To fly  
 Probable destination ..... Back seat of a yellow T-Bird  
 Favourite expression .... There we were at 10,000 ft., upside down, with nothing on the clock but the maker's name.  
 After N.A.M.S. .... Squadron duty HS-50

### CADETS R.O.T.P.

Name ..... Pierre Bedard  
 University ..... R.M.C. (C.M.R.)  
 Ambition .... To have enough children for one baseball team  
 Probable destination ..... 3 teams (shoes courtesy Agneau Surpas)  
 Favourite expression ..... But I'm a married man!  
 After N.A.M.S. .... Leave

Name ..... Ian Engh  
 University ..... R. M. C.  
 Ambition ..... To be a civilian  
 Probable destination ..... R.T.C. (U.N.T.D.'s) at Stadacona  
 Favourite expression ..... Oh, very good  
 After N.A.M.S. .... Leave

Name ..... Ron Neville  
 University ..... R.M.C.  
 Ambition ..... To have the best Squadron at R.M.C.  
 Probable destination ..... Most senior Sub-Lieutenant in the R.C.N.



# Class History - 1957 [continued]

Favourite expression ..... Certainly I'm going ashore  
 After N.A.M.S. .... Leave

Name ..... Ray Walton  
 University ..... R.M.C. (C.M.R.)  
 Ambition ..... Electrical Engineer  
 Probable destination ..... Changing light bulbs on H.M.C.S.

Mallard  
 Favourite expression ..... I'll never tell  
 After N.A.M.S. .... Leave

Name ..... Chuck Jones  
 University ..... U.B.C.  
 Ambition ..... Rose  
 Probable destination ... Happily married professor at U.B.C.  
 Favourite expression ..... I hate civilians  
 After N.A.M.S. .... Honourable release

## COURSE OFFICER

Name ..... Lieutenant Commander F. R. Fink  
 University ..... N.A.M.S.  
 Ambition ..... to get rid of cadets  
 Probable destination ..... 3 U.N.T.D.'s in the family  
 Favourite expression ..... If I give you an inch you'll  
 take a mile  
 After N.A.M.S. .... Needed a two-month rest, but carried on  
 as R.T.O. SHEARWATER

## THE FUTURE

Exerpt from the social page of the Daily Blat, Monday,  
 August 2, 1957 (pictures withheld by consent).

The opening of the new Reserve Officers' Wardroom at H.M.C.S. "Dishwater" on Saturday was the excuse for a gala occasion at A.M.(N)S. (formerly N.A.M.S.—formerly S.N.A.M.). A reunion was held by the U.N.T.D., R.O.T.P. class of 1957, at which the entire class was present.

Rear Admiral (P) Fink (Ret'd), accompanied by his family, arrived early. The former F.O.A.C. was where he had spent so much of his service time. He expressed his approval of the structure which is to accommodate Reserve Officers during their two-week stay at H.M.C.S. "Dishwater".

In his capacity as Reserve Command Chaplain, J. W. T. McCluskey (BAPTIST Reform), from Grand Falls, N.B., officiated at the laying of the cornerstone. In his address, he recalled the old days at N.A.M.S. where he acted as second Padre for divisions.

Air Vice-Marshal W. W. (Wild Willie) Evelyn who is known for his historic saying, "There we were, three against a thousand—toughest three we ever fought", was thre R.C.A.F. representative at the opening. The Air Vice-Marshal flew to DISHWATER in his private DC28 (No. 968) so that he could squeeze into his timetable the annual

meeting of the Tall Tales Club, held in Halifax on Friday.

The Canadian Army's representative, Brigadier Pierre "Shoes" Bedard, was seen Friday watching his sons compete in the Eastern Canadian Amateur Tennis Tournament. Unfortunately the "True Trojan", as he is remembered by his classmates of '57, would not comment.

A flypast of VF A21., showing the Navy's new fighter—the Tiger Moth—was held. (Tiger Moths are now being equipped to drop firecrackers) Cdr. (P) J. Wightman lead the flypast launched from H.M.C.S. "Obselete" somewhere in the "Oggin".

Also in Halifax for the opening ceremonies and the reunion was Ian "Egghead" Engh, the new Liberal Conservative Cabinet Minister representing the state of unconsciousness. It is reported that, when asked to lay the cornerstone in his capacity as Minister of National Defence, he replied "Oh, very good".

The Minister's aide Lieutenant R. Neville helped with the chore of handling the cornerstone. There are rumours connecting the name of this handsome bachelor to that of Princess Barbara of V.G.H.

Vice-Admiral Richard Soberman, C.N.S. Israeli Navy in Halifax to negotiate for a fleet of used minesweepers and to add to his world-famous collection of pinking sheers expressed his approval of the new structure. Of the opposite opinion was Professor "Eat Potatoes" Jones from U.B.C. Professor Jones a recognized expert on architecture, (recognized by A. V. Rose) said that in his opinion the building was "merely a home for silly villians". As usual, Rear Admiral "The further to the rear the better" R. Walter violently disagreed with both of these opinions and when asked to comment retorted "I'll never tell".

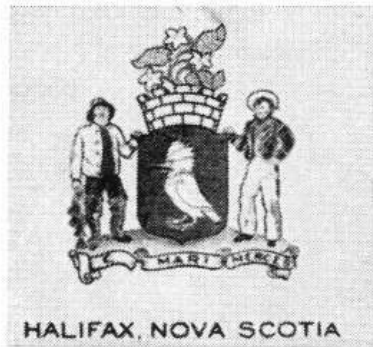
Crossing Canada coast to coast on a publicity campaign for his new book was Ian Alkie Fraser of the A.E.C. Mr. Fraser insisted on autographing the cornerstone and leaving in the new Wardroom a copy of his latest book, "How to wash Test Tubes". This gift was much appreciated by all, and everyone was saddened when the book just happened to fall into a burning wastepaper basket. Luckily Mr. Fraser had no extra copies.

Al "Ace" Matthews appeared resplendent in a brilliant striped (yellow and grey) ivy league jacket. As always when asked to comment he carried on at great lengths until the entire group was tormented into quietening him. It is possible that Mr. Matthews is being considered as Canada's new representative to the Divided Nations where as usual no one will listen to him.

The party began as the class and friends adjourned to the bar . . .







HALIFAX, NOVA SCOTIA

*We salute  
the acumen and wisdom  
of the Cadets  
in the  
RCN and UNTD ...  
You have made  
a wise move!  
We hope you get  
the best break  
of all  
...and come  
to Halifax*

Sincerely

**LEONARD A. KITZ**  
MAYOR  
THE CITY OF HALIFAX



**THE CITY OF REGINA, SASKATCHEWAN**

is proud to be the Home of

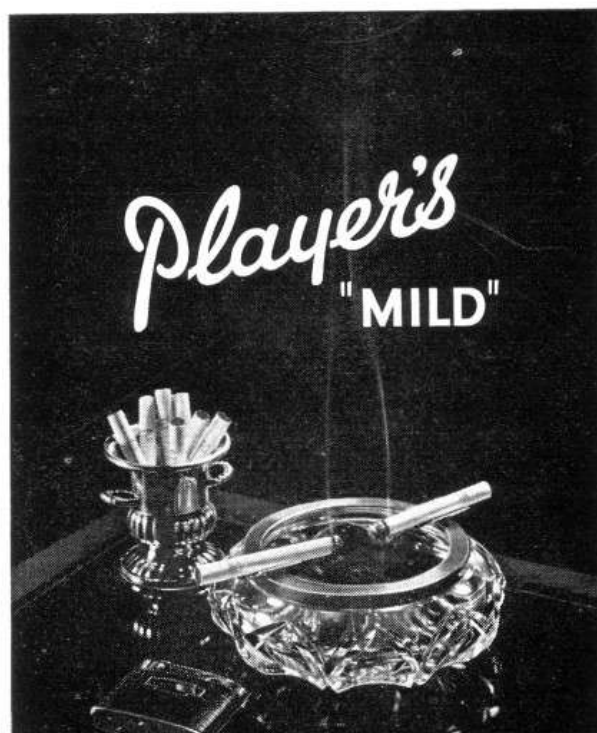
H.M.C.S. QUEEN

one of Canada's Naval Reserve  
Training Bases and also a Sea  
Cadet Training Establishment.

Regina is also proud of the  
number of its citizens who have  
contributed their services to  
this very fine cause.

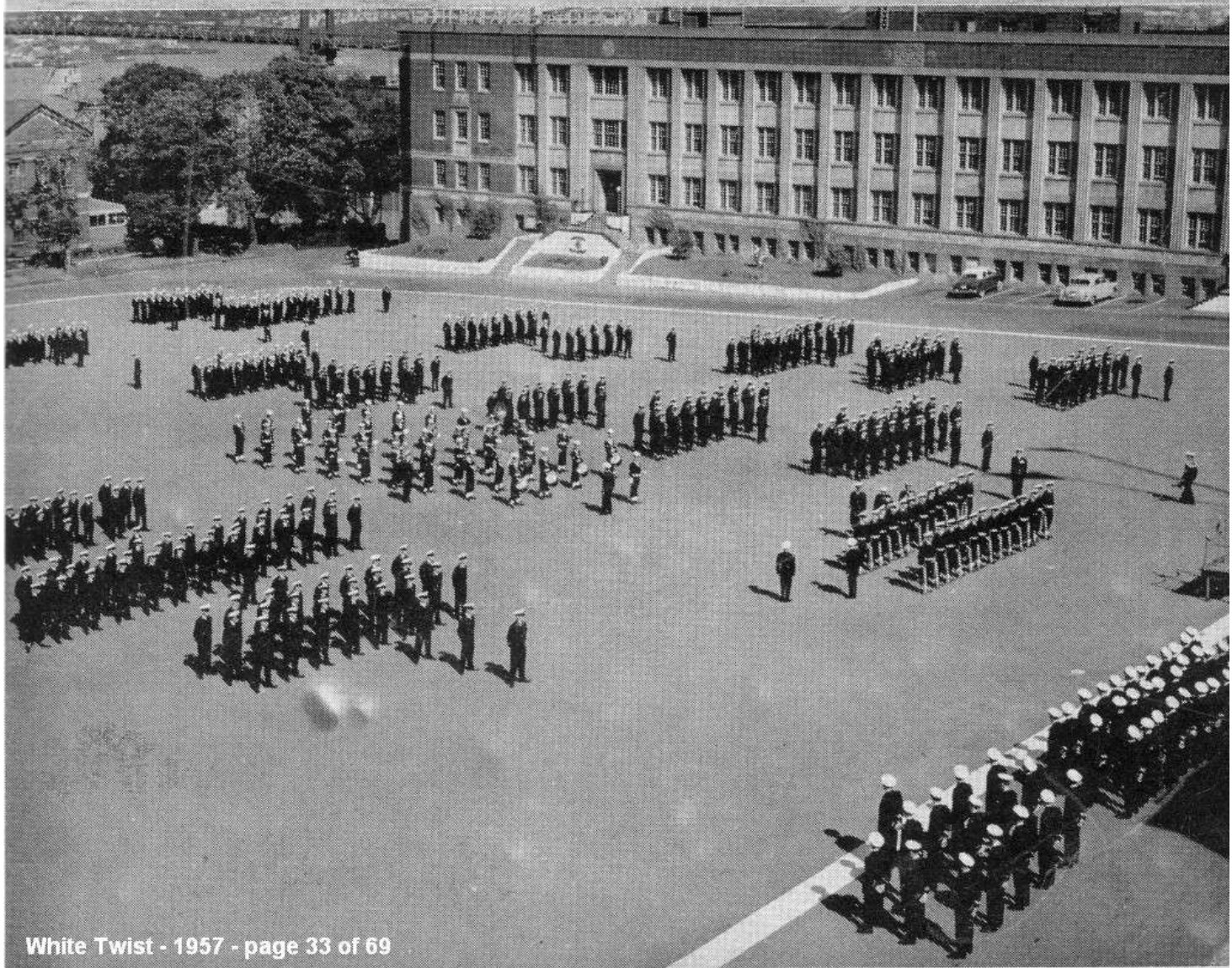
*T. H. Cowburn*  
Mayor

*G. M. Gillis*  
Commissioner



THE  
**MILDEST BEST-TASTING**  
CIGARETTE













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## *The Premier*



It is with great pleasure that I extend greetings to the University Naval Training Divisions of the Royal Canadian Navy.

As cadets, you are receiving training in leadership and citizenship that will enable you to take your proper place in either civilian or service life.

There is a great need today in every democratic country for young men who are aware of the responsibilities of citizenship and who are prepared to accept and discharge those responsibilities.

I heartily endorse the activities of the Royal Canadian Navy Sea Cadets and the University Naval Training Divisions as a means whereby the youth of Canada may be educated to accept their responsibilities as citizens and trained to discharge them well.

*R. L. Stanfield*

Premier of Nova Scotia

Halifax, N.S.  
August 5  
1957



# CADETS' DIRECTORY - 1957

## EAST

- ASIMAKOPOULOS, N. T. .... 5820 St. Lawrence Blvd. Montreal, P.Q.
- ASANO, S. .... 3681 Hutchinson St., Montreal, P.Q.
- AYLMER, R. J. .... 95 Arlington, Westmount, P.Q.
- AVRUSKIN, T. W. .... Salem, Ont.
- ARCHAMBAULT, J. .... Amqui Cte. Matapedia, P.Q.
- ARMOUR, J. A. .... 42 Church Hill, Westmount, P.Q.
- ANDREA, A. J. .... R.R. 2 Bras d'Or, Cape Breton, N.S.
- ANDREA, J. E. .... R.R. 2, Bras d'Or, Cape Breton, N.S.
- ANDERSON, J. S. .... 13 Mechanic St., Springhill, N.S.
- AITKEN, D. .... 259 Waverley St., Winnipeg, Man.
- ALLAN, D. E. .... Box 1791, Dawson Creek, B.C.
- ALLEN, B. J. .... 491 Church St., Windsor, Ont.
- ADELMAN, A. G. .... 89 Ranees Ave., Toronto, Ont.
- ABBOT, L. W. .... 383 Stewart St., Ottawa, Ont.
- BEAN, D. A. .... 238 Stanley Drive, Waterloo, Ont.
- BRODEUR, R. G. .... 5441 Ernscliffe Ave., Ottawa, Ont.
- BACON, M. R. .... Deep Brook, Annapolis Co., N.S.
- BADGER, B. H. .... 685 Woodward, Sherbrooke, P.Q.
- BATE, J. .... 5 Wall St., St. John, N.B.
- BARCLAY, W. R. .... 154 Ballantyne Ave., Montreal W. P.Q.
- BASS, D. .... 60 Melrose Ave., Toronto, Ont.
- BAUDER, L. R. .... 1 Dunkirk Ave., Kingston, Ont.
- BAYES, F. R. .... Box 134, Harrow, Ont.
- BEAHEN, M. B. .... 16 Windsor Ave., Ottawa, Ont.
- BEAUDOIN, R. G. .... Saint-Jerrard d'Aston, Cte. Nicolet, P.Q.
- BEIUE, M. G. .... 6 Savell Place, Donnacona, P.Q.
- BELAK, Z. D. .... 829 4th St. E., Saskatoon, Sask.
- BELISLE, G. J. .... 160 Russell Ave., Ottawa, Ont.
- BELISLE, R. J. .... 160 Russell Ave., Ottawa, Ont.
- BENNETT, P. F. .... 7 Armview Terrace, Halifax, N.S.
- BENNER, K. D. .... 98 Johnstone Ave., Dartmouth, N.S.
- BENTLEY, R. A. N. .... School of Agriculture, Vermillion, Alta.
- BERTRAND, G. .... 681 Archambault, Joliette, P.Q.
- BEST, H. L. .... Fogo, Newfoundland
- BEVIS, R. J. .... 411 Oxford St., Winnipeg, Man.
- BISHOP, J. A. .... Box 157, Chipman, N.B.
- BLEICHERT, E. .... c/o F. Turpin, R.R. No. 1, Leprairie, P.Q.
- BOLTON, D. C. .... 2121 Chilver Rd., Windsor, Ont.
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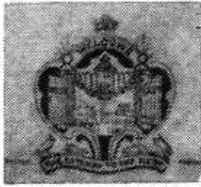
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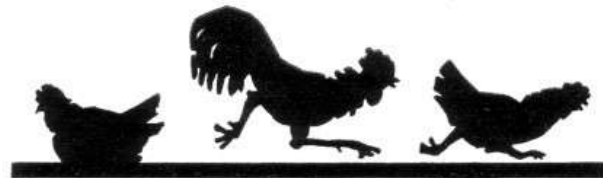
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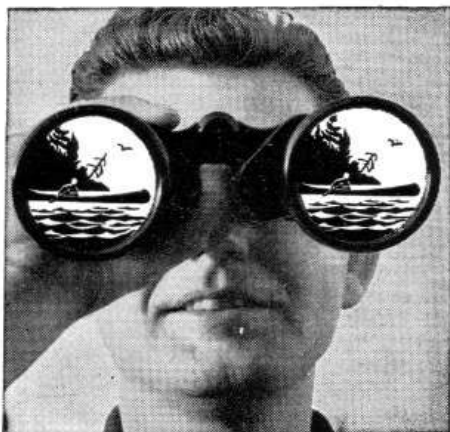
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AURORA

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CHAMPLAIN

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NABOB



PATRICIAN

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PUNCHER

★

RAINBOW

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UGANDA



VANCOUVER

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WARRIOR

★

CADET CAPTAINS

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# Cruise Alpha

As did other cruises this year, Cruise Alpha began with a week's visit to Nanoose Harbor here on Vancouver Island. Baseball, Boat-pulling, as well as associated duties occupied Cadets' time from departure May 4 to the return on May 11.

This year Cadets embarked 3 frigates, the Sussevale, Ste. Therese and the New Glasgow. It was obvious from the outset that a rivalry was going to develop for training was thoroughly taught, and Cadets were given a freer hand in evolutions.

We left Esquimalt Harbor on Monday, May 13 beneath a warm, spring sky. As we passed beneath the Olympic Mountains of Washington State we looked back for a last glimpse of Canada, which we would not see again for a month. How little we knew of the beautiful scenery and people we would meet in the future weeks away from home.

Cap Flattery greeted us with its casual cordialty, namely rough seas. From then on we sailed through rough weather for five straight days and evolutions at sea were held up for more favourable weather. Even though we had entered southern latitudes and things should have been warmer, we felt the benefit of heavy sweaters until the sun finally broke through on Sunday, May 19. From that day until the day we left San Francisco, we remained in the "palm tree" belt and shorts and sandals were an appropriate working rig.

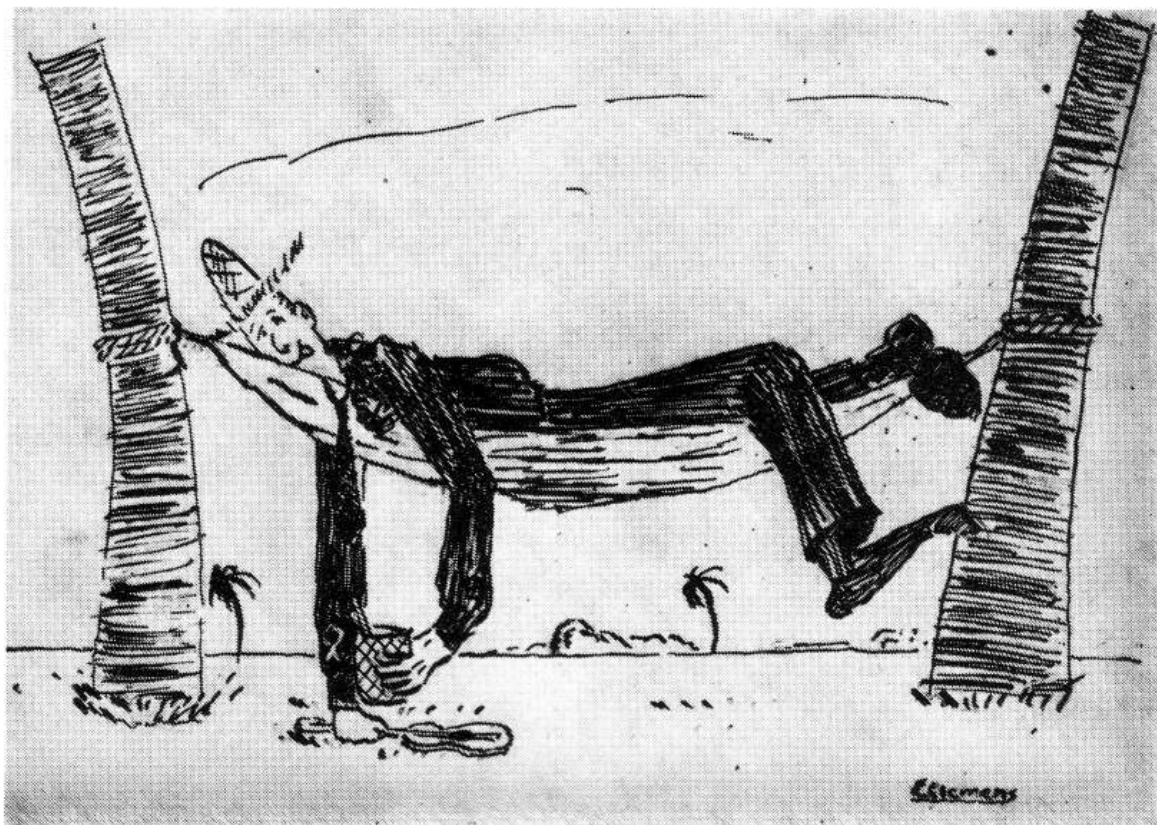
Pearl Harbour, eight miles from the city of Honolulu

is on the island of Oahu in the Hawaiiin chain and of that island we shall all have the fondest of memories. The warm sun at Waikiki, the trip to the Pali, the Punch-bowl and the tour of the harbour and the submarine base of the U.S.N., the swimming party and the Water Polo game, and the evenings spent at the big hotels at Waikiki hold memories none of us will soon forget.

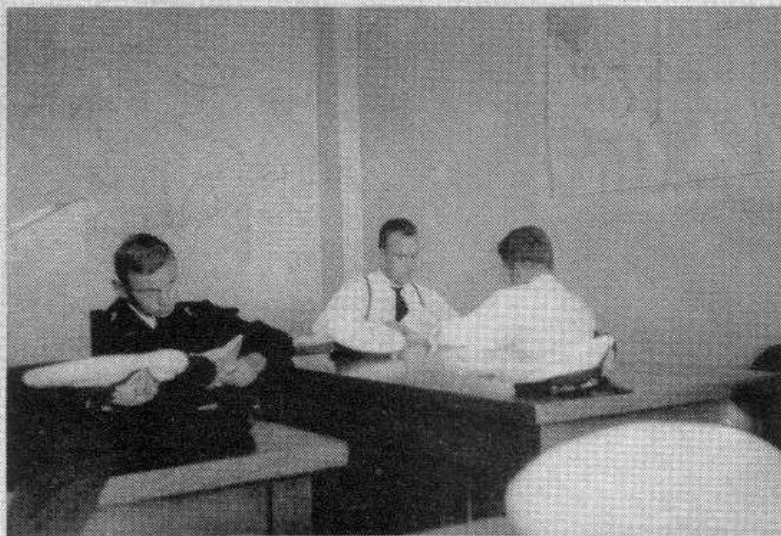
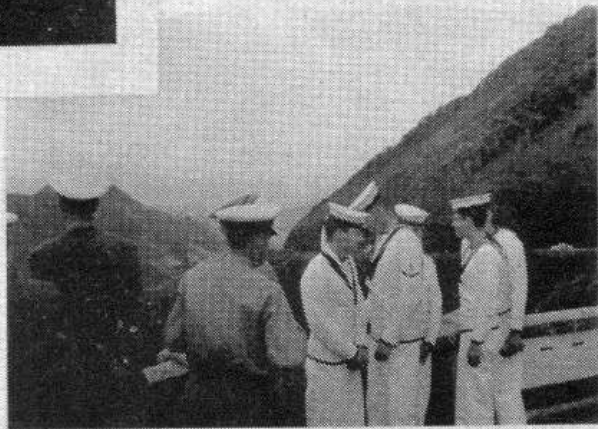
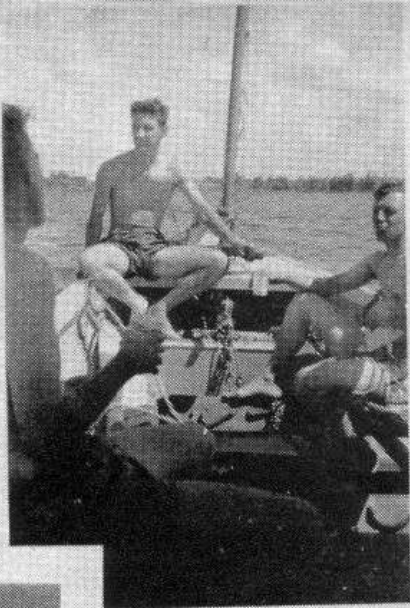
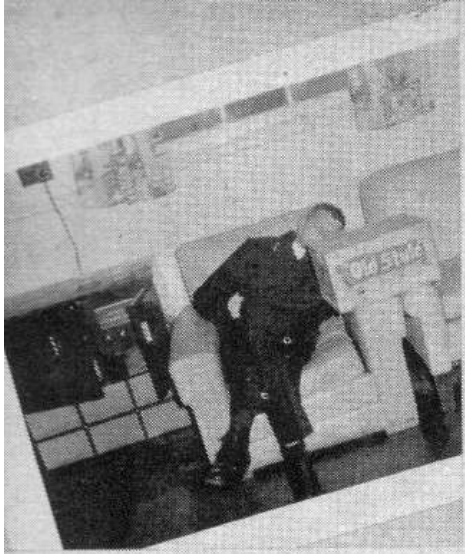
After Pearl Harbour it was on to Hilo on the Island of Hawaii where we visited the volcanoes and saw the "Miss Aloha Hawaii" beauty content. Here again we were made to feel right at home amid the friendly people whose generosity overwhelmed us on many occasions.

A smooth sail brought us back to San Francisco and to a city of many attractions. Bus tours showed us much of the city and we stood in awe at the Golden Gate Bridge, the Twins Peaks which overlook the city, and the Golden Gate Park, certainly one of the most beautiful to which we have ever been.

By the time we left 'Frisco, Cruise Alpha was almost over. Three pleasant days sailing up the coast brought us to Esquimalt. Our entrance into Esquimalt was initially uneventful and brought only an awakening to the fact that all these beautiful places were far behind. To those who follow, we sincerely hope that you will enjoy it as much as we. We feel, in closing, that the sights seen, the places visited, and the people met will be talked about amongst all for a long, long time.







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# Cruise Bravo

As the cadets of Aurora, Rainbow and Uganda Divisions boarded their ships for Cruise Bravo, they eagerly anticipated the freedom of the seas and the roll of a live ship beneath their feet again. The majority had just completed a rather tedious and sometime trying Navigation course, and now were anxious to see if the newly acquired information could actually be applied practically.

Nanose, the first port-of-call, if it may be described as such, provided an ideal locale for getting in shape for the cruise to follow. Boat pulling, sailing and various seamanship evolutions took up most of the time, but recreation was not forgotten. The local cow pasture provided an opportunity for playing softball. A Round Robin tournament was played, and the Sussexdale cadets carried off top honors in this. Banyans were held by all three ships, and everyone debauched themselves grossly in this form of entertainment.

Having spent a week at Nanose Bay, the three ships Sussexvale, Ste. Therese, and New Glasgow sailed for Santa Barbara via Esquimalt. The route chosen was a circuitous one not because of the cadet's navigation, but to give them a chance at it. The cadet's found that this thing, Navigation, actually worked and soon charts were covered with cocked hats, arrowheads and seasick cadets.

Eight days later the three ships poked their bows through a Californian fog and entered the beautiful harbor of Santa Barbara. Palm-lined shore, and white sandy beaches greeted the eyes of cadets eager to get ashore after rolling about the Pacific for such a long period. The architecture of the city's buildings was entirely Spanish, lending a peculiarly continental atmosphere to the surroundings. The most beautiful examples of this architecture were the old Spanish Mission and the City Hall. Socially, the cadets were entertained at a dance sponsored by the Canadian Legion. Santa Barbara really "made a hit" with its Southern beauty and charming friendliness.

Santa Barbara was all too soon a memory and Task Unit 303.0.1 slipped and proceeded to Long Beach, California, our next "foreign port". Long Beach itself provided quite a bit of excitement for us, but within easy transportation were the cities of Los Angeles and Hollywood. Nearly everyone has a dream at one time or another to be able to meet one of the famous screen stars in person. We aren't quite sure if they were dreaming before they went into Ciro's on the eventful night, but we do know that our "NewFs" had

many dreams and tales to tell after their adventures in Hollywood. Who wouldn't be wow-eyed if their presence had been graced by voluptuous Jayne Mansfield, and her party to which our cod-eaters were invited.

As if Jayne wasn't enough to rave about, they were introduced to Vick Duggin the "Founder" of the backless-strapless dress that seems to be sweeping the U.S. style shops these days. Mickey Rooney, and two of the Bowery boys made themselves known to the cadets, and never did five happier cadets wind their way back to the ship that night.

Disneyland, Marineland, both highlights of California were visited by a great majority of the cadets. These indiscrible wonders of the world were great targets for the camera hunters and were ample outlets for the "night-life" seekers from Canada.

All good things must come to an end, however, and again we slipped from a buoy enroute to our last port-of-call. A distance of ninety miles was covered in three days, and the beautiful weather made it possible for many of the cadets to get their required astronomical navigation completed for the duration of the cruise.

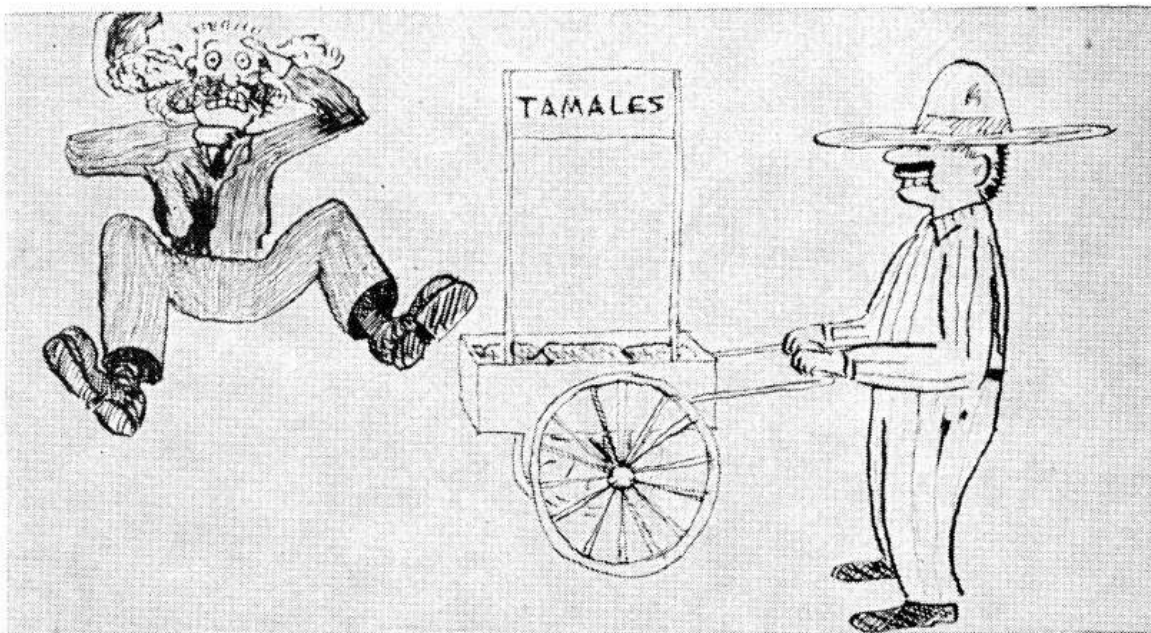
The last city that we officially visited was San Diego. I say officially, because the last unofficial center in most cases was Tia Juana, Mexico. Many forms of entertainment including the famous bull-fights and other forms of sport were greatly enjoyed by most of the cadets. San Diego, itself, had many outlets for camera happy Canadians, including the famous Balboa Zoo—the largest of its kind in North America.

San Clemente Isle was the destination upon slipping from the Naval Supply Depot Jetty at San Diego. There we carried out bombardment exercises with the USN providing the targets and marking same. Without divulging any confidential information, it is sufficient to say that the RCN scored top marks in this shoot.

The trip back to Esquimalt was quite uneventful with the exception of the usual last day competitive drills and evolutions. Here the Cock-of-the-Walk was again won by Ste. Therese, and was a fitting way to officially end Cruise Bravo.

—Cadet J. A. McCullum  
HMCS Catarauqui

—Cadet R. G. Penner  
HMCS York





## HMCS Sussexvale

(Sung to the tune of Perry Como's "Round and Round")

### Verse

*Sussexvale keeps going round, round, round  
As it crawls along with a grinding sound  
As we turn far from the ground, ground, ground  
Far from Vic, and everyone we love.*

### Chorus

*In the night, we hear a piercing scream,  
Morning stars are off our beam,  
And the blazin' sun we feel all day,  
Makes a matlo want say . . . AAAAAA*

### Verse

*Find your white, and they've turned grey, grey, grey,  
And the pants are creased in an awful way,  
And you'll work PART SHIP in the Navy way,  
Or you'll find yourself on board to stay.*

### Chorus

*Tia Juana's not too far away  
But it costs a lot each day,  
Eat aboard and save your pay,  
You like potato salad anyway . . .*

### Verse

*General drills will make you hate the ship,  
But you're sure to have them on every trip,  
Start the falls, then let the whaler slip,  
Cadets stand fast . . . abandon ship.*

—J. B. Fergusson  
HMCS Chippawa  
—K. J. Jaffary  
HMCS York

## the executive branch

*The Executive branch is taken lightly  
By those who think, and quite rightly,  
That the road is rough;  
The exams too tough;  
And cannot see studying nightly.*

*Navigation is not their ideal.  
Gunnery, to them, does not appeal.  
On trains they spend their time  
Travelling the CNR line  
Between Stad, and Montreal.*

*That the Supply Officer is necessary, I'm sure.  
Without the Engineer, the ship could not endure.  
But without the Executive boys  
To co-ordinate the other's toys,  
There'd be no NAVY for sure.*

—Cadet G. R. Cowie  
HMCS York

## Story of Grenville

*Now this is the story of Grenville  
Where West Coasters eat (without fee),  
And they that can stand to eat here  
Are sure to survive when at sea.*

*For the meals here are . . . I shall say "glorious",  
"Stupendous!" (like colour TV)  
With potatoes, cold jello and liver,  
Served up with a crumpet and tea.*

*You may feel this rhyme growing bitter,  
And lacking in taste just a wee,  
But let me be first to assure you  
After tasting meals here, . . . do do we!*

*You ask "Are cadets not disgruntled,  
Do they never feel in a bad mood?"  
Ah, my friend, you have not met the staff here . . .  
They more than make up for the food.*

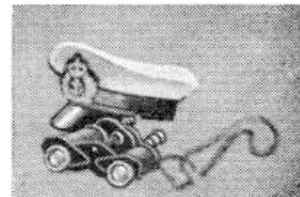
*For they're what the navy calls "Civvies"  
Lady waitresses, earning their pay  
By dashing about serving tables  
To brighten our long weary day.*

*You may have been on the parade square,  
And you feel full of new aches and pains,  
But a "Hi" and a smile from a waitress,  
And the day brightens up once again.*

*There's one here I haven't yet mentioned,  
Who solves our mess problems and woe,  
Our protector and Grenville's director,  
P.O. Berry . . . "a swell guy" to know.*

*Now this is the story of Grenville,  
A place that all West Coasters know,  
And the laughter and memories made here,  
We'll remember, long after we go.*

—J. B. Fergusson  
HMCS Chippawa





# Cruise Charlie

After the usual week at Nanoose Bay with its various evolutions, a rather diminished version of Cancortion Four went to sea with its last load of Cadets, to complete the final act of Summer Training, West Coast, 1957. The senior ship *Sussexvale*, accompanied by her sister ship *Ste. Therese* wallowed through very heavy seas all the way to the Hawaiian Islands. The hide-'n-seek with three tropical storms sent many of the "once a year sailors" to the guard rail for a not-too-pleasant closeup of the violent Pacific.

Finally, after days of trackless, mountainous water, and only the dark forms of cormorants wheeling continuously aft of our ensign. Oahu raised its rugged volcanic head out of the southern sea. What had at first, during the childhood of the morning watch, been but a single flashing light, gradually turned into a tropical island with white breakers rolling in over long beaches and rich green vegetation spreading up the dark slopes.

Pearl Harbour had scores of ships and submarines and Naval Personnel, and some of the tours, particularly of the U.S. Submarine base and of the submarine "Stickleback" proved exceptionally interesting to many of the cadets. It was very hot, and the palms rustled in the dry trade winds. Before long the two Canadian Ships had spilled their contents on to the jetty and in minutes, these contents were heading for all parts of Oahu. Waikiki I can safely say intrigued not only the dollar but the heart. After days of lonely ocean and hours of watch spent planning, "The Beach Comber" offered fabulous food and drink. The nights were filled with torch light and music. Overhead, the dark palms

whispered against a silver-blue tropic Sky in which a white sands, and in the long line of luxury hotels, glistening like fairy castles the sounds of laughter and dancing echoed on to the night beach.

The ships heavy-laden with grass skirts, Aloha shirts, and memories left Oahu and headed for Kealahou Beach on the larger island of Hawaii and Captain Cook's monument. It was night when we reached our anchorage. Coming ashore, we found some native fishermen cooking a late supper on the steps of the monument by lantern light. It grew very dark. We scrambled in the jungle searching for coconuts, coral—anything. The sea poured in over the gnarled roots of trees, in eddies and foam—and the night smelled strong of fish and lantern oil and sea. Off Caps! To Captain Cook "the great circumnavigator who discovered these islands in 1778—who fell near this spot—erected by some of his fellow countrymen". And then we were headed for Monterey and home!

Monterey's fleeting spanish background was the only thing that redeemed it in most eyes, as by this time, all hearts were bent on home anyway. Nearby Carmel-by-the-sea and its beautiful San Carlos Mission provided an interesting afternoon, and then we were on our way.

Esquimalt—glistening wet in the morning sun as the fog lifted—and mail. Reservations to be made, and then home—home after a good summer and deeper sense of understanding for the sea.

—Cadet M. Graham





# Gunroom West



The commencement of gunroom mess activities followed the appointment of the president and secretary-treasurer in the latter part of May. John Bowket and Oz. Chaizer were appointed to these respective posts and after the election of mess representatives in early June the first meeting was held. Shortly afterwards John Bowket returned home on completion of his courses and was succeeded by Mike Hadley. On the 1st of July Mike received his commission and moved to "the house on the hill"; Dennis Devyer succeeded him and with Oz. Chaizer remained in the mess until the end of the summer training period.

This year the gunroom expanded its activities to a degree which surprised everyone on the west coast, especially the treasurer. Three Buffet Dinners, Weepers, Mess Dinners, a Command Ball, and for the first time on the west coast, a cadet review, were all supported by the gunroom. These then were the planned activities of the gunroom.

The Buffet Dinners were a new and popular addition (if rather expensive) to the social programme, and a great deal of credit should be given to P.O. Berny and his staff who prepared these dinners so magnificently.

Along with Sunday Night Buffet Dinners, weepers were instituted for the first time in any U.N.T.D. gunroom. These informal R.P.C.'s were held after ceremonial divisions on Friday afternoons and were an immediate success. These gatherings were wonderful opportunities for informal contact between the cadets and officers in Naden.

Almost every division had a mess dinner this summer and they were all successful even if the cadets could not master the Commander's "Bongo Board" and were unable to catch certain illusive victorian sheep.

The Command Ball and Cadet Review are written up elsewhere, however, it certainly seems in orders to mention that in spite of the tremendous press of activities during the Weekend of July 26th, both these events were entirely successful. Later during the month of August, our pulling team was victorious over Venture in the Command Regatta, and this excellent showing raised the prestige of U.N.T.D. higher in the Command.

During the course of the summer numerous informal parties and stags were held in the gunroom and those who were on this coast last summer continued to demand on the much improved spirit evident in the mess. That there was greater spirit is entirely due to the many cadets who worked with their mess committee and chairmen of special functions with such enthusiasm that the diverse activities of the mess resulted in an outside interest for almost everyone.

The cadets sincerely thank Commodore P. D. Budge DSC, CD, RCN, for his interest and support, Commander, A. Collier, our Reserve Training Commander, Lt. Cdr. S. O. Pearson, the A.T.C. (cadets) and all the officers and men of R.T.E. and C.T.E. who made our summer an enlightening and memorable one.

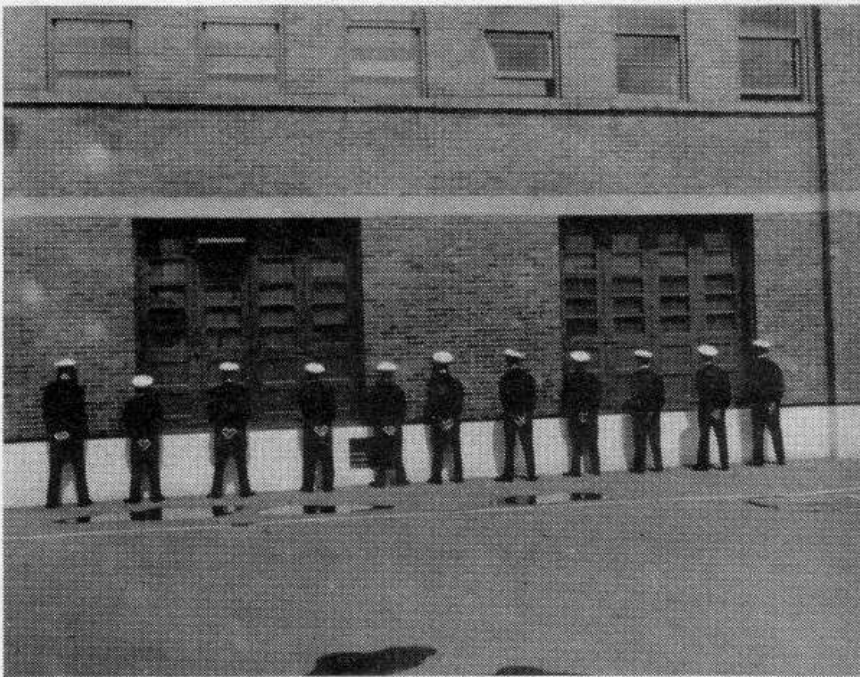
—CIC D. Dwyer  
HMCS Donnacona





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What Is It . . .



Those who do not understand this picture will be able to get a full explanation from any second year executive cadet — especially those who are at present carrying out this difficult naval manoeuvre.





# Command Ball



This year's Command Ball was held in Royal Roads as in the port. C/C's Neilson, Johnstone and "Gus" Gallipeault were the co-chairmen of the ball and aided by the artistry of Mike Fraser and Cris Smith produced an almost genuine medieval atmosphere.

As the guests descended the wide stairway on the quarterdeck hung with 22 large heraldic shields they were received by the Mess President Dennis Durper and Miss Patricia Gillings, Commodore and Mrs. P. D. Budge and Commander and Mrs. Andrew Collier.

The four sitting out rooms were decorated to carry out the medieval theme. The two gunrooms were papered with grey building paper and completely covered by murals depicting scenes taken from two books on Heraldry purchased by the decorations committee. To complete the medieval touch a suit of armour was borrowed from Woodward's and placed in the landing of the main stairway leading onto the quarterdeck, shrouded in a red and white signal flag it set the tone of the whole scene.

Intermission entertainment was provided by C/C Pro-

vencher and his now famous (and televised) glee club which was one of the high points of the evening.

A delicious buffet supper was served by the Royal Roads staff and many thanks go to CPO Humberton for a wonderful job.

After the intermission, dancing continued to the music of Bert Zala's band from the Crystal Gardens.

To end the perfect evening the Admiral's cap was found on the suit of armour and so provided a few amusing if uncomfortable moments before the Ball came to an end. There was of course the well-known "Motel Incident" after the Ball; for those who were unfortunate enough to have missed it; evidently it was the perfect end to a perfect evening.

To Chuck Johnstone, Seng Nielson, and Gus Gallipeault and all their many assistants, go the congratulations and thanks of all the cadets and officers who attended.

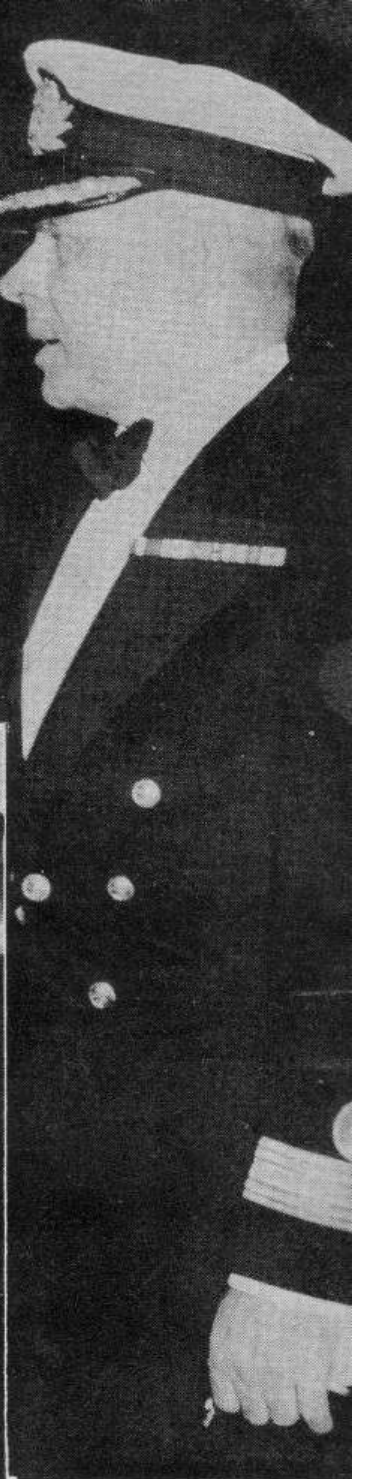
*CIC D. Dwyer*  
HMCS Donnacona







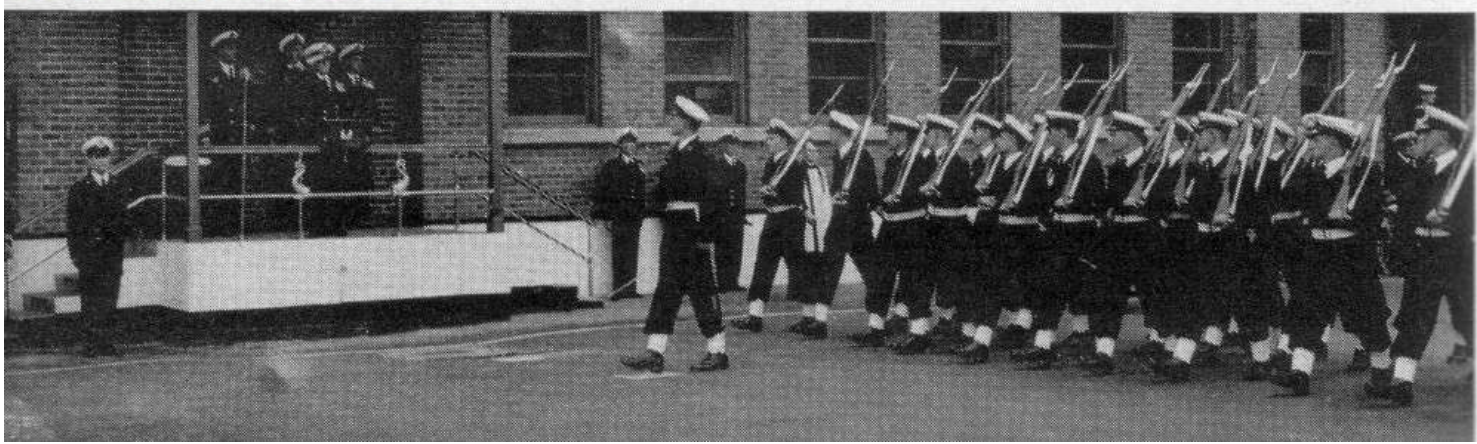
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# Canadian West Coast Review



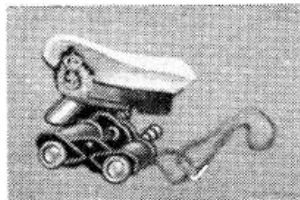
"One minute to curtain time, sir"; "Curtain time, sir"; "Very good, make it so". The house lights were dimmed, the curtain was opened, and the Cadet Review West Coast was at last underway. There were times during the five weeks of rehearsal when we doubted whether this moment would ever arrive, but at last all was ready. There had not been a Cadet Review on the west coast for several years, but we were determined that we could put on a review in Naden just as good if not better than the one that was presented at Stadacona in the summer of '56.

Theatre work is always a lot of fun to those of us who enjoy working behind the footlights, but it is also a lot of work. Our auditorium was a converted drill shed. The acoustics were almost non-existent and there were no lights except for one row of footlights. The situation was grim, but thanks to Naden electricians, Cadet O'Donnell and Cadet B. Johnston we had both lights and microphone for production. Other obstacles had to be hurdled—Navigation II, the Admiral's guard and preparations for cruise were the most formidable.

When cruise Alpha returned from sea in June the Review was already beginning to take shape. The theme "Canadiana" was to be used as a very open subject. Several skits were already being written and after "gentle persuasion" skits were obtained about Newfoundland, the Maritimes, Quebec, Ontario, the Prairies and Victoria. Besides the six skits, the opening number "Stout Hearted Men" directed by Mike Graham gave the Naval touch and color that was drastically needed. The chair under the able direction of Cadet Captain Provencher was a highlight in the evening's entertainment.

The show did not run as smoothly nor as quickly as it could have, but when one considers the circumstances and the stage conditions things came off remarkably well.

It is hoped that the Cadet Review will be repeated next year and become an annual affair so that it will become one of the highlights in the U.N.T.D. summer training program on the West Coast.







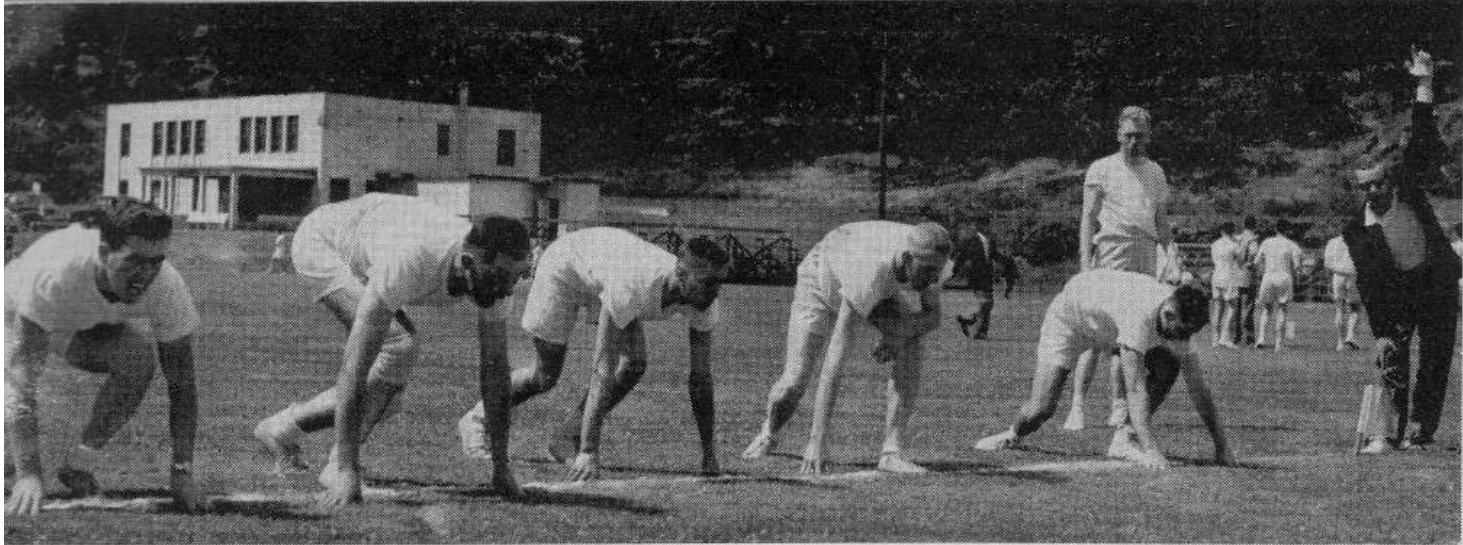
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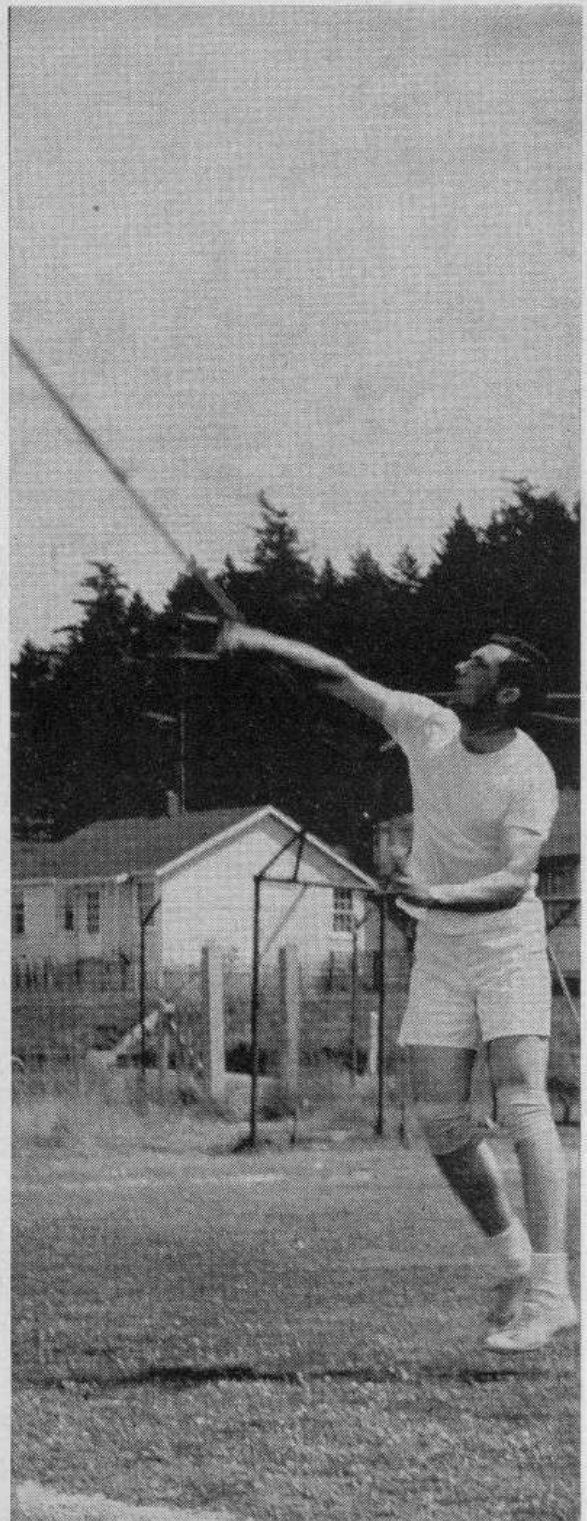








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# West Coast Sports

The past summer has been another successful one for sports at Naden. Under the supervision of Sub/Lt. Wong and his staff, the summer sports training program was very successfully carried out. Hindered to a greater extent than the East Coast due to the few number of Cadets on the West Coast for competitive sports. With this in mind then the teams which did so well deserve even more credit for their wonderful showing in all their entries.

## DIVISIONAL SPORTS

Again this year the sports program was carried out on a divisional basis. This meant that each division competed for the honour of winning the trophy for the best all-round athletic division, that is, the division who over the summer placed highest in all the competitive sports. Trophies were also given to the division who won the schedules in softball or volleyball.

Much credit then is due to Puncher division, for winning the highest divisional award for the best all-round group of athletes; also to Nabob for winning the Volleyball championship, and to Vancouver for winning the softball championship.

It is a difficult task to produce even competition between the divisions as little is known of the individual cadets' ability as an athlete. However, when the divisions were picked some consideration was to evening the competition and under the circumstances the divisions were as even as possible. This then does not belittle the winning divisions but shows that they won by sure determination and persistence over the summer months. It was not one game but a whole summer of competition which determined the winners and all the divisions had an equal chance to develop through practice and spirit a precision team in any of the fields of competition. Again our congratulations to the winners, and divisions.

## REPRESENTATIVE COMPETITION

In the field of Representative sports the cadets on the west coast indeed made a name for the UNTD cadets. Throughout the summer our softball, volleyball, tennis, track and field, and boat pulling and sailing team did very well in all their entries.

The annual tri-service track and field meet was again entered and compared to the poor showing of the previous year the U.N.T.D. cadets did quite well and gave the Army a good run for their money. It was with the fine effort of

fleet-footed Bill Russell and the fine discus throwing of Cadet McGavin that the U.N.T.D. did as well as they did. A lot of the credit for this well-trained track and field team goes to Cadet Harris who although he could not compete due to a bad foot he did a great deal of work organizing and training this team.

In the sport of tennis our team made a good showing in all their competitions. In an early summer tournament our team defeated all to win the inter-navy and city of Victoria championship. Two of the outstanding members of this team were Hunley and Husshon. Later in the year our mess secretary Ozzce Chazzair won the Naden singles championship.

The Fleet Regatta was by far the most outstanding representative competition as far as the UNTD was concerned. Besides winning the biggest event in the regatta and beating the most noted whaler sailing expert on the West Coast, the other teams placed in the top ranks of the Junior Officers whaler pulling and the open cutter races.

A great deal of honour was earned for the UNTD by 6 great oarsmen who won the open whaler pulling race. Coxwain by "Dexter" Graham Dckie, his crew of Peter Gag Sagart, Big Bill Sproule, "Bear" Innis "the you know what" Christie "Cookie" Cooke and Red-faced Mike Fraser with sheer hate for Venture and determination to win along with two months of practice each morning from 0615 to 0715, succeeded in bringing home to the Gunroom the most coveted of all the Regatta trophies. This did not end our fine show in the Regatta as our Junior Officers Crew under the excellent direction of Fussy MacKenzie as coxwain and his crew of fine oarsmen from Newfoundland to the West Coast itself made a splendid showing when they kept up a back-breaking pace the whole length of the chain course and came in second.

In sailing the UNTD continued to show their stuff. In the open whaler competition our No. 1 whaler crew under the fine skill of coxwain Davis managed to come fourth in the race defeating a large number of older, more experienced sailors among whom was the defending whaler sailing champion Rear-Admiral H. F. Pullen (C.D., O.B.E.) Flag Officer of the West Coast at the time.

With these and with the past laurels of previous UNTD cadets, we look forward to next year's being an even better year in the field of sports.

—A. E. MacLean  
HMCS Scotian





# HMCS Horse

## Obituary

On Sunday, August 4th, a good friend of all the cadets aboard Naden passed ingloriously away. While navigating mountainous seas, the good ship "Horse" developed stomach disorder. Vainly did she try to "clutch" at her extended innards, but it was to no avail. The Old Man, A/Cwdr. Johnstone, who was alone in the wheelhouse at the time, reported after being rescued that the ship "gasped and grumbled" a bit, then slowly mushed astern as all drive to her rear propellers failed. Ignominiously, she was towed to the Shell Oil Repair Depot on the headland where Douglas Strait intersects Pandora Stream. About a week later, after a period of seven weeks in commission, she was again towed to her final resting place—the yard for Rusty Hulks behind Sandy's.

She was dearly loved, and will be fondly remembered by all her crew. Purchased by the E.S.&O. Officer S/Lt. Saegert, and the Pilot Lt. Robinson, from K. & M. Used Ship Dealers, she was commissioned the first Saturday after the return of Cruise Alpha. The total complement went out that night for shakedown trials; besides the "Old Man", Pilot, and E.S.&O. officers, this included the First Lieutenant and M.O. Lt. Watson. This was the original group that had been together on the good ship "Canadian" in her hectic 2nd of May cruise from Montreal to Vancouver.

Within a week, most of her permanent stores and transferable gear had been allocated and/or appropriated. From that time on, the Wardroom never ran out of Old Stock:—in fact the ship at times threatened to flounder due to the large "free surface" area in the after storage compartment. Within a week, special nameplates bearing the words "The Horse" were affixed to her sponsons. The ship's bell, originally mounted in between the navigator's legs, was at the end mounted in the forepeak, much to the consternation of all females, young and old, around Victoria. Duty Piping Aboard Whistle, Duty Parabolic Reflector, Duty Gnome Hats, and Duty Bar Ashtrays were all mustered through the resourcefulness of the officers, along with a set of spares and tools, including a jack or lifting crane. Last but not least, the Horse was equipped with a Combined Log and Visitors' Register-Questionnaire, the latter part of which the officers are considering forwarding to Dr. Kinsey, so he may further his studies with concise information and statistics on Victorian Females.

In her short period under commission, she had many adventures and performed several amazing feats. One of the best that the "Horse" figured prominently in was the little-known sheep-catching stunt undertaken by several members of Puncher Division after their Mess Dinner. The object was to deposit sheep from Royal Roads in the halls of Venture, but due to the lack of a trained sheep dog, the mission failed. Another time, the "Horse" transported a record number of eight bodies to a wiener roast—two sitting on the American style "fantail" abaft the quarterdeck. She was the only ship to successfully navigate the infamous "Reefs"

this summer—that dread inside passage from "A" Block to Grenville Block. Only twice was she ever apprehended by Patrol Boats—once for "erratic" steering, and once for passing through a "red light" area. On both occasions however, the purposes of the men in blue were successfully thwarted by the loquacious officers of "The Horse".

But she was not above having her little idiosyncracies and foibles, just like any near human. Whenever loaded beyond endurance, she would quietly collapse in a most undramatic sort of "Sorry fellas, but I'm bushed" manner, with her port rear propeller pancaking. The Captain's Chair had an amazing ability for turning on its side when executing a high speed turn to the delight of every helmsman on the first watch, and the chagrin of every female co-pilot. The engine had a terrible propensity for stalling especially at low speeds. Outside and in, she was, at best, a scaley ship, but this was only because we rarely had time to work on her. Her appearance was made even more insidious to other ships by virtue of the fact that she had no lower beams on her steaming lights, and no fog horn.

Perhaps the most amazing thing about "The Horse" was her statistics. In her tenth year afloat when we purchased her, she had already had a cracked engine block and some fifty thousand sea miles on the Chernikeef. We put over 2,500 sea miles on her. Her best speed was 65 knots, recorded by the E.S.&O. Officer while racing down a trough, with a tailwind, and as the ship hit a bump. Fuel consumption varied from about 20 to 24 sea-miles per gallon, and oil burned was negligible. Our greatest expense went towards propeller repairs, although the electric generator gave us some trouble. All told, we spent about \$160. on "The Horse"—a sum which divided four ways seems paltry compared to the amount of convenience and good fun enjoyed by all.

Yes, the old "Horse" has gone, and of her we can truly say "Well Done, Thou Good and Faithful Servant". BUT—A new Horse is destined to rise again, as a monument and tribute to the memory of the old. Anyone in Kingston next winter will more than likely see another ship with the impressive name, "HORSE II" proudly displayed on her sponsons. A bigger and better ship, a fitting successor to its illustrious predecessor.  
Original signed:

Approved: \_\_\_\_\_ End of Log (official)  
\_\_\_\_\_  
(P. Saegert,) E.S.&O. (G. Robinson), Pilot

Certified Correct: \_\_\_\_\_ Medically Fit for publication:  
\_\_\_\_\_  
(Johnstone), Old Man T.D.S. Watson), Negligent MO





I am pleased to associate with this edition of "The White Twist" and extend greetings to the cadets of the Royal Canadian Navy and to those of the Reserve Units from University Naval Training Divisions.

It is a source of pride and admiration for all adult Canadians to see how eagerly our youth heeds the call to serve the country and responds with such enthusiasm to the discipline and training of cadet life.

There are wonderful opportunities beckoning for this grand Canada of ours. This generation need not be reluctant to make long-range plans and assume obligations for years to come when it is able to realize how well the next generation is getting ready to assume its responsibilities.

To those of you whose native province is Ontario go our very special greetings and the assurance that the Government of this Province is exceptionally proud of you.

*Leslie M. Frost*  
Prime Minister of Ontario



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