



Sagas of a Summer Sailor



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Summer 1950, HMCS Stadacona, Halifax.

- “On the job training!!!”
- Cruise to Saint John, Grand Manan
- Hunting Submarines in the Bay of Fundy.



Summer 1951, HMCS Stadacona, Halifax.



PREFACE

"STAD"

HMCS STADACONA



GUESS WHO ?
(PLUS BLUE HAT !)



OUR HOME

"F" BLOCK

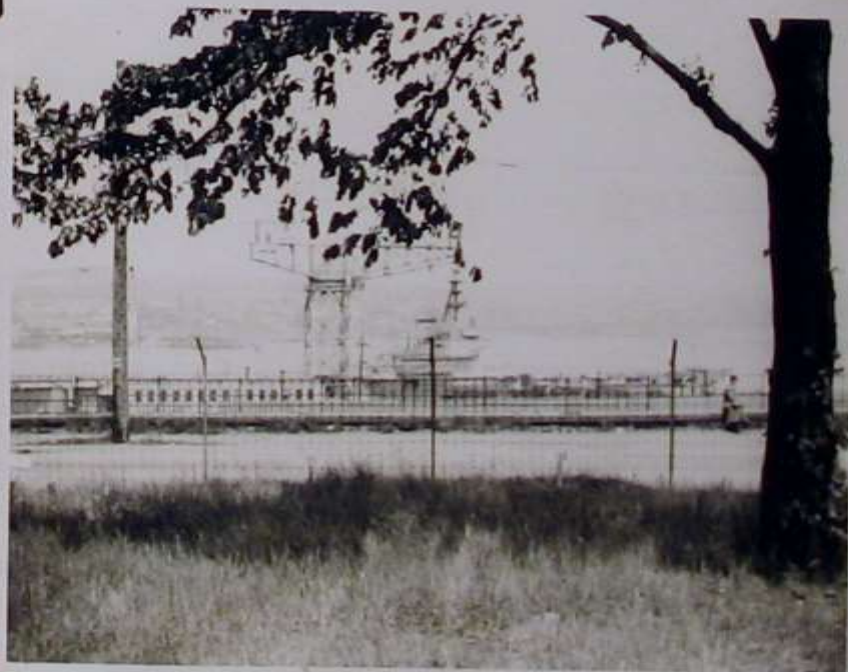
Taken from the front door of the Gunroom
It shows the back of the building.
Barrington street is just out of sight to
the left.

"STAD" (cont)



A VIEW of the front door of
"F" Block. The sun was out:
It was hot: — and it was a
Sunday

HMC Dockyards and HMCS "Magnificent"
"Maggie's" bow is just behind the figure on the
roadway in the foreground. Her conning structure
is obvious further aft (left). But her stern
is concealed behind the dockside crane and
the long low building with all the windows



A SAGA OF A SUMMER

A VOYAGE OF DISCOVERY TO ENGLAND

Summer 1951

HMCS SWANSEA 306

HMCS LA HULLOISE 305

HMCS CRESCENT 216

Summer 1951, HMCS Stadacona, Halifax.

- **Cruise to British Isles:**
Portsmouth, (London),
Isle of Arran,
Belfast, Londonderry



CHAPTER I



The "After Control Position" (ACP) the Cadets' home on board the frigates. Chart tables and compasses are in use



The port 30 mm Oerlikon (anti-aircraft)

(This picture was taken from the same position as the one above)



HMCS Crescent making 30 knots (taken from the ACP)

CHAPTER I

A JACKSTAY OPERATION



1. "La Holloise" comes up astern of "Swansea" prepare for the passing of the first line

2. The Coston Gun has been used to fire the first line across - With it, a rope is pulled across - then a heavier one equipped with others for use as "outhaul" and "inhaul" A pulley runs on the heavy rope Note the calm sea



3. In spite of the double exposure you can see the man riding across. The "high line" is kept taut by the crew - and one such passenger got soaked on our third trip.



The other view is of the quarter-deck - the life-bouy sentry is having a "rest"

Summer 1951, HMCS Stadacona, Halifax.

- Cruise to British Isles:
Portsmouth, (London),
Isle of Arran,
Belfast, Londonderry



CHAPTER II

THE OLD AND THE NEW

HMS VICTORY NELSON'S Last command and the ship on which he died. Placed in dry dock in the Dockyards in 1924 (hence the dockyards are called HMS VICTORY too) Our ships were secured within 200 yds of her.



HMS DUKE OF YORK - THE LAST OF THE "HEAVIES" (BRITAIN is not going to build any more - aircraft have made them obsolete) She was secured to a mooring in the basin with two medium cruisers alongside - from our mooring she looked like a destroyer with two corvettes alongside.

CHAPTER III

LONDON

These two pictures show the four some
of eager keen cadets who visited London
← Irving Strong, Dick Outram, yours truly
↓ Irving Strong, Dave Code



↑ Dont anybody ask what the backdrop is →



Westminster Abbey
(side view of main
towers from park)

(Taken from nearly
the same spot as
the other two)



CHAPTER III

THE PALACE AND THE CHANGING OF THE GUARD



The Canada Gate - on the North face of The circle in front of the palace. Each of the original dominions had such a gate erected around this circle - all in the same style.



The foot-guard comes up from St James Palace around the Monument (from which the picture was taken) and into the palace yard. They have the slowest pace of any Royal Regiment - 90 paces to the Minute



From the other side of the monument we could see clearly the guard forming up outside the yard.

Summer 1951, HMCS Stadacona, Halifax.

- Cruise to British Isles:
Portsmouth, (London),
Isle of Arran, Regatta
Belfast, Londonderry



CHAPTER V

THE REGATTA Sat., July 21

We spent all day Friday preparing for this. Our whaler was varnished then waved before the racing began. I was motor cutter's crew during the morning races so I got pictures of the starting of races. 3 motor cutters and 3 whalers from 3 ships took part in these operations



Lamlash - a view from our anchorage. The haze has affected the clarity but most of the town can be seen



The wardroom (Officers) pulling crews at the starting line. The gun has just been fired. Swansea's whaler is nearest the camera and the "Jimmy" is coxwain (standing up in the stern sheets. Note "Crescent" in the background

La Hullose's motor cutter pulling whalers back to the ships. The Second of port pulling team is immediately behind the cutter. Note the calm sea.



CHAPTER V

Act I



(Taken from "B" gun deck - La Hulloise in background.)

AFTER THE REGATTA

A SHORT DRAMA IN TWO ACTS - La Hulloise sent out two fellows on a carley float to challenge us to a jousting with mops. We sent out our fellows to meet them

← Act 1. The approach - (Note the proud warrior type on Swansea's float)

Act 2. Mortal Combat - one fellow is in the process of going off and the other is welding the final blow. ↓



Act 2



↑ The carley float race. Each ship entered two carley floats in the race. Swansea stood 2nd and 5th. They are awful unwieldy things to paddle - You can't get anywhere

(Note the depth charge rails and the throwers (covered with canvas) on the quarterdeck)

Summer 1951, HMCS Stadacona, Halifax.

- **Cruise to British Isles:
Portsmouth, (London),
Isle of Arran,
Belfast, Londonderry and Home**



CHAPTER VI TUES, JULY 24

THE FESTIVAL OF BRITAIN ULSTER FARM AND FACTORY

EXHIBITION
A tour was laid on for the exhibition so I went along. Naturally it was 100% Irish industry

The Festival Buildings from outside. The Skylon was the symbol of the exhibition and was found on every branch of the festival



We were on duty watch in the afternoon. A Captain of the harbour with other visiting dignitaries and we had to put on a special show.

Was on duty the 2400-0400 watch and had a great deal of interest watching the boys straggling in late and the various results of brawls etc dragged aboard.



The OLD and the NEW of Irish farming. Above barn house, and stable combined into one building. Really a cozy arrangement. Some such buildings are still in use



The New (if any farmer can afford it) The beautiful Modern farm house can just be seen through the archway

CHAPTER VII

THE SECOND CROSSING

Wednesday, July 25,

Ulster disappeared below the horizon fairly late that night. We were at sea again.

THURSDAY, JULY 26.

Rough weather - I was slightly seasick about 0400 and it threw out my whole day. We had a pipe-down in the afternoon.



A wave of spray breaks over the fore-castle. In another second, great buckets of green water will come pouring down the deck. I was braced under the motor cutter to get the picture but I ducked in the open passage-door to avoid the water.

La Hulloise burying her bow into a wave. At times we could see nothing of her but her mast. At others we could see the ASDIC dome fixed on her keel under the "B" gun deck.



CHAPTER VII

EVOLUTIONS DEPTH CHARGES

← Main Charge goes up. 5 cans were dropped in the star pattern (See diagram on facing page) There is a dull "thump" which hits the ship like a giant hammer. About 5 seconds later the water begins to boil on the surface and about 3 seconds later a great column comes up through it from below



← La Hullorse drops her charges. 5 distinct columns can be seen here. The first has already begun to fall back and the most recent has not yet reached its peak. Numbered in order of firing. 1 is first, and 2 cans go together (Hence two "2's") ↑

Picking up the fish killed by the blasts, we used the nets and sent away the sea boats (whaler) to pick them up. We had fish for supper

**Summer 1954, HMCS Star, Hamilton
Great Lakes Training Command**

- **Commodore Budge**
- **Navigating Officer on HMCS Kentville**



SUMMER 1954
GREAT LAKES TRAINING
COMMAND (GLTC)

JUNE

Pictures taken from bridge of
H.M.C.S. KENTVILLE - BANGOR 182
HMCS STAR



JETTY AND BURLINGTON BAY



Bofer



ANCHORED IN PRINCE EDWARD Bay JUNE 54
Bridge from A DECK



Signal Deck



Views of KENTVILLE

Quarterdeck

← Depth Charge
Throwers and Rails



View Aft

WELLAND CANAL

July 1954



Bridge at St. Catharines



Approaching Twin Flight Locks



Entering the lock.



In the Lock.
SS. Golden Hind behind



Upper Canal near Welland



Through the bridge

JULY 1954

LAKE SUPERIOR AND BACK.



Lake Superior actually
has swells and Tides



Alongside at Port Arthur



Sleeping Giant.



The Neebish Cut



Bouy fights the Current.



Into the St. Mary's
River

Summer 1954, HMCS Star, Hamilton
Great Lakes Training Command

- Navigating Officer on HMCS Kentville
- Putting her aground in Rochester Harbour



ROCHESTER FOR THE NAVAL GAMES

August 1954



Toronto Ferry



Rochester Harbour



KENTVILLE was selected to take the Gun Running Team from HMCS York to a competition in Rochester with the US Naval Reserve Unit. It was a lovely day and on Saturday, the York Team beat the US Team in running, setting up and firing a small cannon. We had lots of visitors on board who had not seen a Canadian warship before. We were scheduled to leave at 1200h on Sunday.

Because we were pointed upriver, the CO tried to turn around by going astern from the jetty and then turning to go out between the pierheads. It didn't work. When he ordered the engines ahead, they continued to go astern. She ran up on a shale bank - Stern first fairing both screws and bending the rudder post.



Alongside at Rochester



AUGUST 1954



Removing the screws



Drydock and Kingston Roads

15 days later, all repairs done
Flooding the dock

First Lieutenant fixing the Masthead burgee



**Summer 1955, HMCS Star, Hamilton
Great Lakes Training Command**

- **Training Officer on HMCS Wallaceburg**



SUMMER 1955

GREAT LAKES TRAINING COMMAND

The next summer there was a more ambitious programming with 3 minesweepers and more cruises. There were 2 Algerines, HMCS PORTAGE 169 and HMCS WALLACEBURG 172. There was a Bangor, HMCS MINAS 189. We also had a Gate Vessel and 3 Fairmiles

I was assigned to WALLACEBURG as a Training Officer. As I was going into 3rd Year Medicine I was also considered a medical officer. Cruises were about 10 days on a 2 week cycle so we had 7 cruises over the summer.

We were through the WELLAND CANAL on 3 different cruises



WALLACEBURG in the WELLAND CANAL



Filling the lock.



Twin Flight Locks from the Top lock.

JULY 1955

LAKE MICHIGAN and CHICAGO



Near Bois Blanc Island (Pronounced "Bobleiy" by the locals



Staits of Mackinac by

A visitor to the ship struck up a conversation with me and then invited



me to go to a baseball game with the CHICAGO CUBS.

August 1955



Looking astern



Picture astern
cut to show true horizon.

HURRICANE CONNIE

Usually Caribbean hurricanes do not make it to Toronto or Hamilton but this one did. We were on a cruise to Sodor Bay and had been warned before we left to expect heavy rain. Hurricane Hazel the year before was like that. Instead we got winds up to Force 3 or 4 which whipped up large waves. Most of us had not developed or had lost our sea-legs so many were sick.

The CO decided to try running out the



Storm and we found ourselves in KINGSTON

LIFE ON BOARD

August 1955

Some days were more relaxed. I got a very good idea what a life of active service would be like. It seemed that I could be happy doing this but not enough to change



Fo'c'sle crew

Officer of the Day relaxing.

As pro-tem Medical officer I was called for various problems.



However the sick bay attendants handled all the routine stuff. My most serious problem was a PO Engineer who was down in the engine room vomiting blood. He obviously had a bleeding ulcer and was transferred to hospital.

the plans I had made. The discipline was strict but I could handle that. Up at 0630. Divisions on the quarter deck at 0800. Work parties, duty watch, supervising rum issue at 1200 etc.

The biggest problem was getting him out of the engine room. There was a vertical ladder up to a hatch in the deck head. We hoisted him on a stretcher vertically.

**Summer 1955, HMCS Star, Hamilton
Great Lakes Training Command**

That's All, Folks

