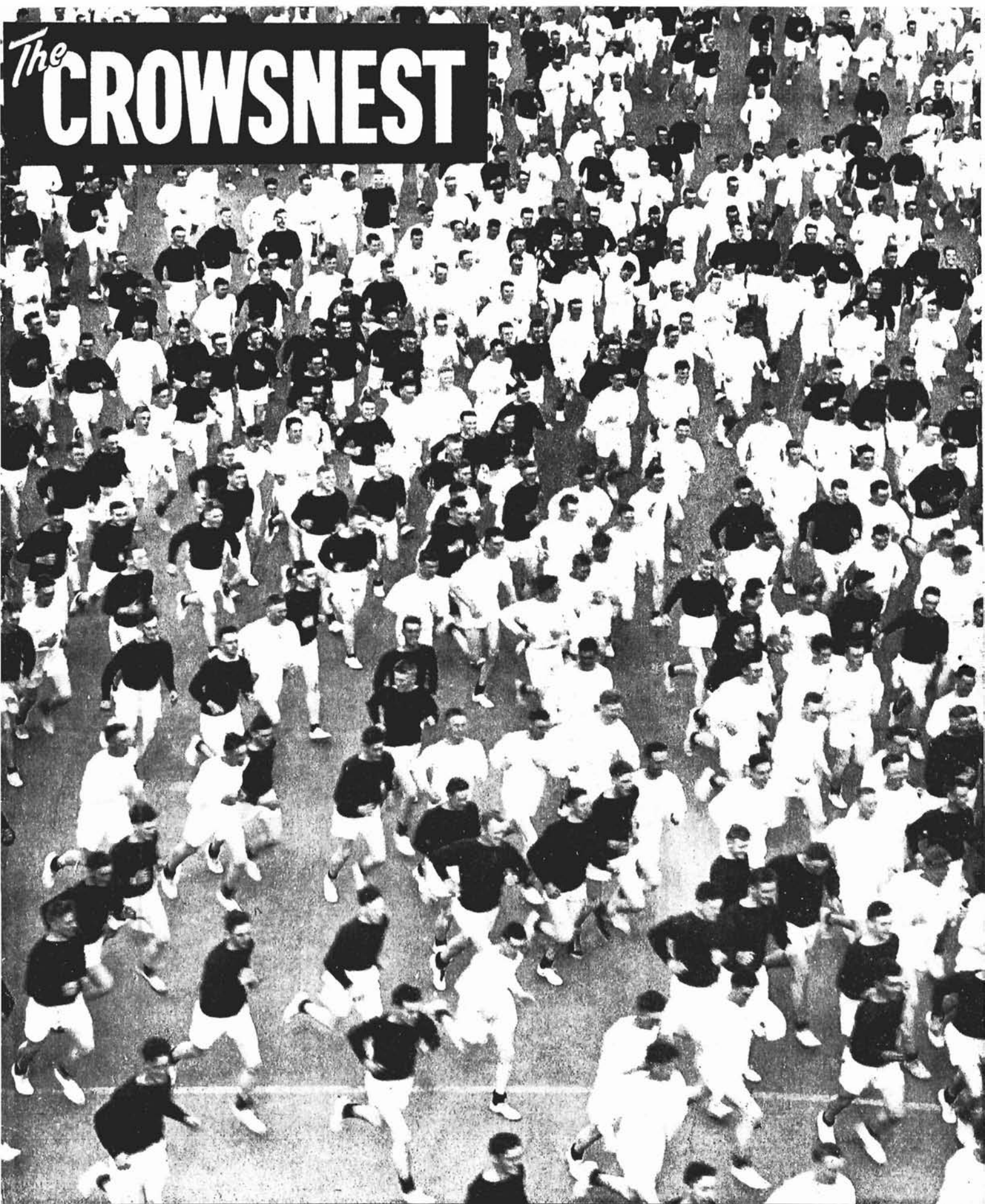


The CROWSNEST



Vol. 3 No. 9

July, 1951



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THE ROYAL CANADIAN NAVY'S MAGAZINE

JULY, 1951

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LADY OF THE MONTH

A naval photographer, riding in an RCAF aircraft, took this aerial photo of the frigate HMCS ANTIGONISH, off Vancouver Island. The Antigonish is a unit of the West Coast training flotilla and has been busily engaged this summer in providing sea training for cadets.

★ ★ ★

Some of our readers were intrigued with the photo, "Painting the Pick", which appeared inside the back cover of the April issue of The "Crowsnest". Viewed in the orthodox manner, the picture gave the impression that AB Orville Berryeré was performing a nautical version of the Indian rope trick while painting HMCS Nootka's port anchor.

The photo featured in the same spot in this month's issue is another "trick pic"—and also has to do with painting. It shows AB John Thom, of Brandon, Man., spraying one of HMCS Ontario's gun shields. He is not, as first glance would suggest, hanging on with his toes and one hand, but is kneeling comfortably atop the shield.

★ ★ ★

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

This they may do by sending an order to the Superintendent of Photography (Navy), Defence Headquarters, Ottawa, quoting the negative number of the photograph, giving the size and type required, and enclosing a money order or the full amount, payable to the Receiver General of Canada.

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Page one

Cover Photo — At HMCS Cornwallis, the RCN's new entry training establishment, classroom instruction is balanced by an active program of sports and physical training — a combination aimed at turning out men at the peak of mental and physical fitness. One of the items on the sports schedule is a cross-country race in which all men under training take part. This month's cover shows a portion of the field of 1,400 who swarmed off the parade square at the start of a recent race. In all probability it was the largest entry ever to compete in an event of this kind in Canada. (DB-1055-2).

R.C.N. News Review

Canadian Destroyers Bombard Korean Targets

Security restrictions limited the release of details concerning the activities of ships operating in Korean waters during the past month. However, the daily UN communiques indicated that the Canadian destroyers were experiencing a welcome increase in activity.

After serving for some time on necessary but monotonous carrier screening duties, the Canadian ships were separated and assigned to more lively operations. These included the bombardment of enemy positions on both the east and west coasts of Korea and other undertakings which, though small in scope, were none the less interesting.

HMCS Nootka put in a particularly eventful month. During a west coast patrol in May, she performed what was reminiscent of a "cutting out" expedition of earlier days. Spotting on her radar a number of enemy craft evidently trying to run the blockade,

she lay off-shore until they had found themselves an anchorage for the night.

Then the destroyer closed the anchorage and sent away a boarding boat's crew. By means of radar and radio the Nootka directed the boat through fog and darkness to the enemy vessels' collective berth. There the marauders boarded and took in captivity seven junks and sampans, with their crews.

The prisoners were hustled on board the Nootka and their boats were taken in tow. When dawn found the destroyer a little too close inshore for comfort, she got rid of the drag astern by the simple expedient of working up to high speed, with the result that the boats disintegrated.

On her next patrol, the Nootka changed her scene of operations from the west to the east coast. There she ranged up and down the coastline, bombarding enemy positions, rail lines, bridges and signal centres.

On one occasion she sent two

armed boats' crews inshore on a reconnaissance expedition. They had a brief brush with communist troops, dropped three of the enemy and were themselves unhurt. Returning to the ship, they recommended various choice targets they had spotted ashore and these the Nootka proceeded to batter with her four-inch guns.

The Sioux and Huron also had their share of interesting assignments. Operating on the west coast, the Huron steamed into Taedong Bay, west of Haeju, and scored direct hits on troop-occupied buildings.

On the east coast, the Sioux was with a naval force giving close support to UN ground forces ashore. She and the US destroyer Rush were credited with killing 300 enemy troops June 13 and 14. A few days later she poured 236 rounds at enemy targets as she again served as seaborne artillery for the army.

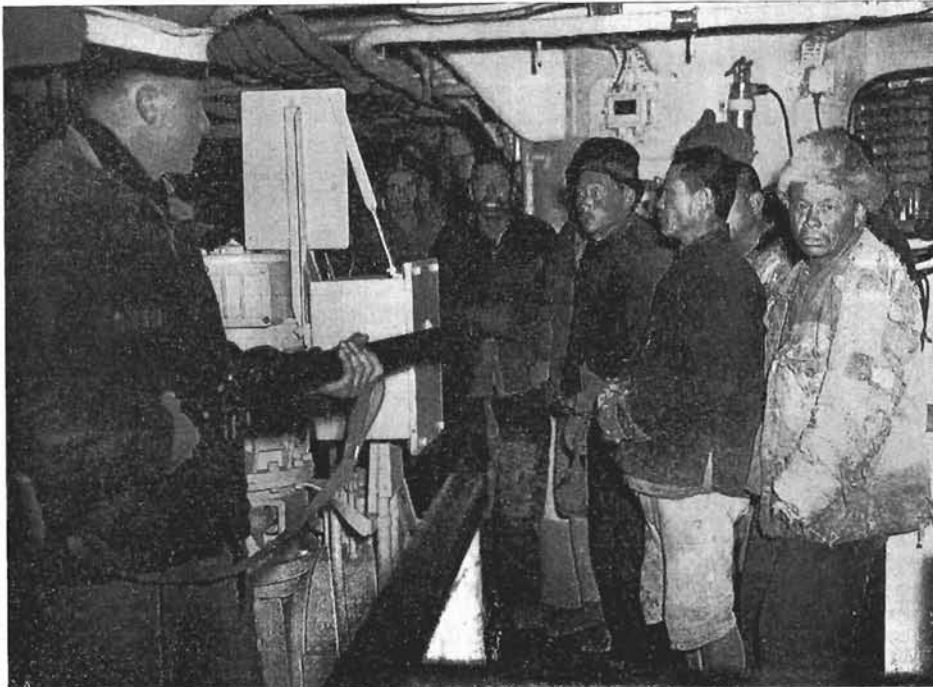
During May, the Sioux was part of a bombardment and escort force which covered a landing by Royal Marines from HMS Ceylon behind enemy lines on the west coast of Korea.

A few days later, the Sioux completed the delivery to HMS Glory of one of the carrier's pilots who had ditched his aircraft after it had been hit by flak. The pilot was rescued by a Korean sampan, picked up in the Koreans' village by a helicopter, taken to LST 799 of the US Navy and transferred from her to the Sioux.

Ontario Ends Cruise with Mercy Mission

Nearly three days ahead of schedule, HMCS Ontario steamed into Esquimalt harbor the afternoon of June 4. The cruiser's premature arrival was brought about by a mercy mission. Three days earlier, while en route from Pearl Harbor to Esquimalt, the Ontario received a message requesting urgent medical assistance for a seaman aboard a British tanker, the SS Athelchief, some 270 miles north of her.

The Ontario pressed on all steam and proceeded to the merchant ship's position. The rendezvous was effected at 11 o'clock at night, about 1,750 miles southwest of Cape Flattery.



During a patrol off the west coast of Korea, HMCS Nootka captured seven enemy vessels trying to run the UN naval blockade. The photo shows Able Seaman Charles Milks of Windsor, Ont., standing guard over some of the 28 prisoners taken on board the Nootka after an armed party despatched in one of the destroyer's boats had surprised the North Korean craft in a night-time raid. The prisoners were subsequently turned over to the authorities at a UN-held Korean port. (NK-637).

Despite a fairly heavy swell, Commodore H. F. Pullen manoeuvred the Ontario close alongside the tanker and a boat was lowered to take the cruiser's medical officer, Surgeon Commander H. R. Ruttan, across to the Athelchief.

Commander Ruttan reported the injured man, suffering from a broken back and multiple fractures of four ribs, should be hospitalized as soon as possible. Accordingly, it was decided the Ontario would take him to port and the cruiser sent over her motor cutter to transport him from ship to ship.

The operation was completed just after midnight and the Ontario set course for Esquimalt at her best speed. On arrival, the patient was transferred to hospital and at last reports was recovering rapidly.

Cayuga Sails for Second Tour of Korean Duty

HMCS Cayuga sailed June 19 from Esquimalt, bound for Pearl Harbor on the first leg of her return trip to the Far East. On arrival, she will relieve HMCS Nootka and the latter will begin her long voyage back to Halifax. En route she will call at Esquimalt, paying her respects at the West Coast naval base.

When the turnover takes place, Commander James Plomer, commanding officer of the Cayuga, will become Commander Canadian Destroyers Far East, succeeding Commander A. B. Fraser-Harris, commanding officer of the Nootka.

New Type Summer Uniform to be Issued

New type seamen's uniforms, featuring improved quality and comfort, will make their appearance this month throughout the fleet.

Distribution of white uniforms was scheduled to get under way July 1 and will be followed later by the issue of blue uniforms.

The most radical change is from sweater to jacket style jumper complete with zippers. A zipper closure has been introduced beneath the "V" neck and sleeves are set in jacket rather than sweater style, allowing better freedom of movement and a more comfortable fit.

Pockets have been added to the trousers, both side and hip, with a zipper front fly rather than the full closure waist design. There is also a slightly fuller bell to the trousers.

The "whites" are drill and the "blues" are of a fine light-weight serge. The white uniform will have a half inch of blue piping around the



The Prime Minister of New Zealand headed the list of visitors on board HMCS Ontario during the cruiser's stay at Wellington, N.Z., on her tour of Australia and New Zealand ports. The above photo, taken on board the Ontario at Wellington, shows, left to right, Prime Minister S. G. Holland of New Zealand; Commodore H. F. Pullen, commanding officer of HMCS Ontario; Commodore F. A. Ballance, Chief of the New Zealand Naval Staff, and Capt. (S) M. H. Knott, RNZN. (OC-662).

sleeve cuffs and bottom of the jumper and will have an attached blue jean collar.

Cadet Training Ships Complete U.K. Cruise

HMC Ships La Hullose, Crescent and Swansea completed their first cadet training cruise to the United Kingdom June 22 and immediately began preparing for the next. They sail July 2 for Portsmouth, then go from there to Belfast.

For the first cruise the three ships embarked some 150 UNTD and Services College cadets and put them through a sea training schedule that kept them fully occupied for the ensuing four weeks.

The cadets did get a break from the training program, however, while the ships were at Portsmouth and Rosyth. During the stay at Pompey, the cadets toured the naval establishments there, visited the many historic sites and were given leave to go to London. While the flotilla was at Rosyth, the opportunity was afforded to visit Edinburgh.

The West Coast training flotilla, consisting of the Crusader, Antigonish and Beacon Hill, sailed June 27 on the first of two summer training cruises to Pearl Harbor.

On their return July 19, they will carry out cadet training in local waters until August 8, when they commence the second Pearl Harbor cruise.

Other ships on both coasts were equally busy. The minesweepers Wallaceburg and Portage sailed June 1 from Halifax on a four-week cruise devoted mostly to anti-submarine training. The ships spent two weeks at New London, Conn., exercising with USN submarines, then proceeded to the Bay of Fundy for A/S training with HM Submarine Thule.

On June 27 the Portage began a cruise to Newfoundland outports with the Lieutenant-Governor, Sir Leonard Outerbridge, embarked.

The Halifax division's training tender, HMCS Brockville, spent most of the month of June on a survey cruise of ports in Newfoundland and on the St. Lawrence. The Saint John division's tender, the Llewellyn, began a series of training trips to ports in New England and Nova Scotia.

Out west, the Ontario came out of drydock on June 16 and embarked on her training schedule two days later. The Sault Ste. Marie, training tender for the Victoria naval division, was preparing for her cruise to California, commencing July 8.

They Plot The Sailor's Course

*Drafting, Manning, Advancement
All Come Within Scope
of RCN Depot*

THE ABTDS flung his bag and hammock out of the station wagon, shouldered them and strode angrily across the frigate's brow. On the far side of the jetty, an LSTD1 dropped his gear on the iron deck of a destroyer and glumly surveyed his new surroundings.

Both were muttering rude remarks about drafting in general and the RCN Depot in particular. The AB had wanted a destroyer and the leading hand a frigate. Neither had got the ship of his choice and they suspected their names had been picked at random, probably out of a hat.

Neither realized this was a case of requirement coming before preference.

"We try as far as possible to draft men to the type of ship they prefer, but the destroyer needed a leading seaman and a TD1, the frigate was short a TDS and these two men happened to be the only ones filling those requirements who were available

at the time," explained Lieut.-Cdr. R. M. Young, Manning Commander West Coast.

This was only one of the many and varied problems with which the RCN Depots at Esquimalt and Halifax have to contend in carrying out their duties in connection with the drafting and advancement of men of the RCN.

This particular article deals with the Depot at Esquimalt but, by changing the names and the odd minor detail, would apply equally to the Halifax Depot.

The Officer-in-Charge of the RCN Depot at Esquimalt is Commodore E. P. Tisdall, who is also Commodore, RCN Barracks. Administration of the Depot is carried out by Lieut.-Cdr. Young, who is responsible for the drafting of all RCN and RCN(R) men within the Esquimalt Port Division and the manning of all West Coast ships and establishments.

On the Depot's staff are drafting and personnel representatives of the

various branches. They are responsible for maintaining up to date figures on the state of complement in their respective branches, and for administrative duties.

All seamen, regulating, photographic and band personnel are administered by the Deputy Manning Commander, Lieut.-Cdr. H. R. Beck. He is also in charge of the Drafting and Mobilization Section, where all drafting is co-ordinated, and of civilian personnel in the Depot.

CPO Douglas Abbott assists Lieut.-Cdr. Beck with the seamen personnel, while CPO A. (Lang) Lendrum looks after the communicators.

Supply and medical branch personnel come under Lieut. (S) Don Fulton and his assistant, PO John Kennedy. They also have charge of the Personnel Records Section.

Lieut. (E) L. Ray Johns and CPO John (Taff) Davis are concerned with engine room, electrical, shipwright, armourer and air personnel, as well as all technicians.

A civilian, Mr. Dan Woods, runs the Advancement Section, where rosters of all West Coast men are made up for forwarding to Headquarters.

On the surface, the RCN Depot might appear to be a straightforward proposition: You take a man from here and put him over there.

In practice, however, its operations are a great deal more involved and are plagued with dozens of headaches.

Depot's first concern is to keep the ships up to strength on their substantive and non-substantive quotas. This means working closely with commanding officers, executive officers and heads of departments.

At the same time, each man is dealt with as an individual case. In the Depot's files are complete dossiers on all men borne in the command. These list qualifications, preferences, seetime in present rate, entitlement to leave and many other pertinent details.

All these facts are considered when determining a man's draft. Obviously, if a ship scheduled to make an extended cruise requires, say, a leading seaman with electrician's mate qualifications, it would be unfair to draft a man about to take a course for higher rating. Nor is this done — unless



The Mobilization Report, which shows the number of men in each ship and establishment, and the Manning Report, which lists the numbers to which they are entitled, are compared by Lieut.-Cdr. R. M. Young, Manning Commander, West Coast (right); Lieut.-Cdr. H. R. Beck, Deputy Manning Commander, and CPO Douglas Abbott. These are two key documents which serve as guides in the operation of the RCN Depot. (E-13983).



The Supply Manning Officer, Lieut. (S) Don Fulton, checks over an application for transfer from one branch to another with PO John Kennedy, his right hand man. Miss Joyce Fenwick goes to the files for further data on the man in question. (E-13981).

there is absolutely no one else available.

Sometimes what appear to be illogical moves are, in fact, necessary and before being made have been investigated from every conceivable angle.

Once a month CPO Abbott prepares an "Appendix of Training" which shows courses under way and their dates of commencement and completion. He also compiles a monthly Mobilization Report showing the location of every man in the command and the total number of effectives and non-effectives (the latter being men under training, in hospital, etc.). The same is done in Halifax and, by combining the two reports, Headquarters is able to establish the over-all manning program for the RCN.

What each ship and establishment should get in the way of men is listed in a Manning Chart furnished by Headquarters. In manning ships, the Depot works from the Manning Chart and endeavors to bring the Manning Chart and the Mobilization Report as closely in line as possible.

Drafting is the Depot's biggest single, day to day problem, but it has other troubles, too. Among them are requests for change in port division, requests for transfer from one branch to another, and normal and conditional advancements, just to name a few.

Requests are first dealt with by commanding officers but they eventually reach the Depot and it is there that the necessary steps have to be taken.

In the Advancement Section, Mr. Woods keeps the rosters for all branches up to date and every six

months credits points on them from the half-yearly assessments. When the rosters are complete, they are forwarded to Headquarters, where East and West Coast lists are combined and promulgated in General Orders, thus enabling each man to see where he stands in his particular rate in his particular branch.

While the RCN Depot's operations can be broken down into two main functions — drafting and personnel administration — the two are closely integrated and are dependent on one another.

Careful personnel work ensures that as much effort goes into solving the problem of the lowest rating as that of the highest, and that the career man who has his eyes fixed on the higher rungs of the ladder encounters the least amount of obstruction.

But the difficulties are numerous and sometimes there just aren't enough men in a particular category to go around. Then the Depot's staff battens down the hatches and otherwise prepares for the storm that is almost bound to come in the form of blasts and bleats from two, three or more quarters.

If you should be passing the Depot one day and hear sounds of someone bashing his head against a bulkhead, or see a Chief attempting to leap out a window and dash himself on the rocks below, you will know the strain of trying to satisfy everyone has finally got the better of him.

SEAMAN GETS ANSWER TO 'BOTTLE POST' LETTER

Air mail is quicker, but the postal system he used while serving in the frigate St. Stephen is a lot more fun, thinks Ldg. Sea. Michael Chihrin, of Guelph, Ont.

When the St. Stephen was operated by the Navy as an ocean weather ship, most of her crew took up hobbies to keep them occupied during the long, dull patrols on Station Baker, between Labrador and Greenland.

Ldg. Sea. Chihrin found amusement in dropping bottles, with notes in them, over the ship's side. Each note gave his name and address, the date, the ship's position and other data.

Recently Chihrin received a letter from Treguier, France, informing him that one of his special missives had found its way to a beach on the Cote du Nord. It had been "mailed" on June 11, 1950, and was picked up on April 24, 1951. In other words, it had floated more than 1,500 miles in just over 10 months.

The letter, forwarded by the French Naval Officer-in-Charge of the district, read as follows:

Dear Sir:

Your letter dated 11th June 1950 and dropped from H.M.C.S. St. Stephen between Greenland and Labrador has been found in good order, by Mr. Adam, a farmer of Lanmodez, Cote du Nord, France, on the village's beach, the 24th April 1951.

As NOIC of the district, I am pleased to acknowledge the arrival of your bottle, which has crossed the ocean at a pretty good speed.

Your letter will be transmitted to the French "Office Scientifique et Technique des Peches," who may be interested.

Yours truly,

M. JOUSSELLIN,
Administrateur de l'Inscription Maritime

'No Place Like Home'

by P.L.S. McC.

*So Said Athabaskans, Glimpsing
Canada for First Time
in Over 10 Months*

ON BOARD HMCS ATHABASKAN—While the Athabaskan was serving in the Korean campaign, uncertainty about sailing times and destinations became routine. Last minute changes were the rule, rather than the exception. But when the glad news reached us that the Sioux had sailed from Esquimalt, we felt sure we would be leaving Korean waters in early May.

May 2 found us still running the inshore blockade off Inchon, among the bays and islands that we were getting to know better than the coastal waters of our own B.C. It was a great day. The Sioux was relieving us right on station and we were all grateful to Commander Taylor and his ship's company for not wasting any time getting out there.

Never had the sight of a small, gray warship steaming over the horizon been more welcome. The Sioux closed us and a jackstay was rigged. Charts, equipment and reference books were

passed across to her. We shouted good-byes, the Sioux took over the blockade where we left off, and we shaped course for our Japanese base.

Then it was announced that we would take the 11-day route by way of the Aleutians, rather than the 20-day Pearl Harbor run. That was good news, indeed.

It took us 12 hours to store and fuel ship in the southern Japanese base. Leave was granted until 1800 for last-minute errands. The last liberty boats were a sight to see—loaded with bicycles, electric trains, 93-piece dinner services and various highly colored Japanese kimonos and knickknacks.

We sailed at 2000, bound for Yokosuka, our port of departure from Japan. In the harbor, as we left, it was business as usual. The many ships at their buoys were storing, with their boats bustling back and forth with libertymen and supplies. Ashore, the lights of the town shone among the

quaint houses climbing the surrounding hills . . . It may have been business as usual for the others, but as we slipped from our buoy and moved slowly through the ranks of ships we were hardly able to restrain our joy. The ship matched our enthusiasm. When we cranked on 25 knots, she hummed along beautifully.

While we stopped for 36 hours at our next and last Japanese port of call, leave to Tokyo was granted and the "last chance" presents streamed on board. Silk smoking jackets, carved ivory cigarette holders and culture pearls were proudly displayed by the successful hagglers. When the moment finally came to shove off, on Sunday, May 6, our fuel tanks were topped up to 40 tons over the usual capacity and the storerooms were jammed with provisions. With the added weight of souvenirs on board, the ship was probably deeper burdened than ever before in her history.

As the hills of Japan faded astern in the evening twilight, there was only one on board who might have felt a pang of regret: that was our little Japanese dog, Pom Pom.

The first day at sea was fine—the sea and swell nudged us from astern and the sun toasted those on deck. The "Buffer" was the hardest-working man in the ship as all hands concentrated on sprucing up the "Athabee."

After the long months of constant zig-zag and careening around aircraft carriers as plane-guard, our dead steady course was quite a novelty. One three-degree alteration in 24 hours turned out to be a real event for the quartermasters (the ship's comedian suggested a warning pipe be made on that occasion so the men could hang onto their plates).

By Thursday the 10th we were approaching the date-line and had to decide which day we wanted to live through twice. Friday was fish-day so we settled for two Thursdays. The weather by now had cooled considerably and there was a continual overcast. The wind and swell were stirring nastily but we never did run into a gale. There were two big ones wandering around, one well ahead, which fortunately blew itself out, and



The crowd—except for two small boys dashing up the jetty—waits patiently but expectantly behind the barriers as the Athabaskan comes alongside. Once the ship was secured, the barriers were lowered and the crowd surged forward to welcome the returning sailors. (E-15195).

one a few hundred miles astern, following us at 16 knots.

At noon on the 12th we arrived at our Aleutian stopping-place. What a barren, forbidding wasteland this is. Great mountainous rocks rear up out of the cold and unfriendly North Pacific, their summits heavily shrouded in cloud. Not a tree can be seen; nothing but brown grass and lichen clinging to the slopes.

But even the desolation of this place could not dampen our spirits. Only five more days till the glorious 17th! The weather, as we began the last scheduled leg of our journey, was fair, although a heavy swell ruled out work on the upper deck for two days.

Two days from home, Able Seaman Ray Dean, of Toronto, developed acute appendicitis. Prince Rupert was the nearest port so we altered course for there and poured on the revs. The mercy mission didn't change our ETA at Esquimalt because, by topping up with fuel and making good speed for the rest of the way, we could still make it easily.

At about this time we began to tune in on Canadian radio stations. What a treat after the dry fare of the American Armed Forces Radio's "Voice of Information and Education!"

About six hours out of Rupert, we listened to the local radio announcer urging the people to turn out and meet



One bearded sailor and two tiny girls stole the show when the Athabaskan returned to Esquimalt. They were Ldg. Sea. Jim Ashworth, of Winnipeg, and his two-and-a-half month old twin daughters, Pamela and Patricia, born while he was away in Korean waters and down to meet him with their mother and brother David when the destroyer came back home. (E-15199).

the ship — even though it would be 10 o'clock at night when we arrived — and mustering the Shriners' band to

serenade us on the jetty.

There was a unique tang to the salt air as we approached the coast. It was fogging up slightly and land wasn't in sight, but if you had influential friends in the radar room you could look at Canada's coastline on the scan.

Finally the fog lifted and we saw a few low islands bearing fine stands of green fir. We raced by a couple of tiny fishing boats . . . and then, out of the clearing fog, rose the dark green foothills of the British Columbia coast. Inland, snow-capped mountains reflected the last warm light of the setting sun. It was a typically Canadian scene — and it stirred our hearts.

As we approached Rupert through the Narrows, the smell of the pines mingled with the inevitable odor (or aroma) of fish from the wharves.

We berthed at the fuelling jetty. Civilians were prohibited there, but everywhere else — on the streets, hanging out of windows, in their autos — the people shouted and cheered and blew their car horns.

Able Seaman Dean was immediately taken ashore to hospital, where no less than four members of the Naval Women's Auxiliary were detailed to look after him. (Two weeks later, hale and hearty, he was bound for his home in Toronto).

(Continued on Page 32)

A TOAST TO THE ATHABASKAN

*We have spent a long stretch together, boys,
And at last the end is in sight,
The end of Korea patrols for awhile,
And a break from our part in the fight.*

*It's a fact we have had our ups and downs,
We've nattered and laughed and fought,
But we're proud of our ship when we spin a dip—
And our cap-tallies can't be bought.*

*Some will be west and some will be east
When we travel our separate ways,
But when we do let's remember the crew,
Let's remember our shipmate days.*

*I don't like to sound sentimental, boys,
But let's sing "Auld Lang Syne,"
For I'm willing to bet we will never forget
The good, old "Two—One—Nine."*

Ldg. Sea. Charles F. Alliston

(The above was written for the ship's newspaper, "The Athabulletin," shortly before the Athabaskan was relieved in Korean waters and sailed for Canada.)

MICMACS ELECT DEPARTING SHIPMATE

*CPO Frederick Trottier Chosen
On Eve of Draft Ashore
From Destroyer*

THE Man of the Month for July is unique, among other things, in that he is no longer serving in the ship which elected him by an overwhelming vote. It was HMCS Micmac's loss when Chief Petty Officer Frederick A. Trottier was drafted ashore shortly after it became the destroyer's turn to honor one of her company. But at least his shipmates were able to express, by means of their ballots, their regard and respect for the departing "Chief."

During his time on board the Micmac, CPO Trottier gave to the ship the knowledge, steadiness and experience which only 21 years in the Naval Service can bring.

He entered the RCN in Ottawa in 1929, at the age of 20. Two days after joining, he started on his way to see the world. During his two years as an ordinary seaman he trained in Stadacona and served at sea in the destroyers Champlain and Saguenay.

After promotion to able seaman in 1931, Trottier went to the Royal Navy for seaman torpedoman training, the first rung in the ladder of the Torpedo Branch.

The outbreak of war found Able Seaman Trottier in the minesweeper HMCS Fundy on a cruise down the South Shore to Shelburne, Noya Scotia. This delight was hurriedly curtailed and the Fundy, with her sister-ship, the Gaspe, started the tough job of sweeping the approaches to Halifax in the rugged winter of 1939-40.

When the "phoney war" came to its disastrous end in May 1940, Trottier, then a leading seaman, was in the Restigouche, who, with the St. Laurent and Skeena, left Halifax on May 24 to give what assistance they could on the other side. After a short conversion in Devonport (which may have made Trottier's life easier, one set of torpedo tubes being removed) the Restigouche and the other Canadian destroyers started their 30-knot shuttle service back and forth across the Channel, picking up what troops they could and landing others further down the coast of France. During the first of these trips, Ldg. Sea. Trottier saw his

ship engage German shore batteries, the first actual gun engagement for Canadian ships in the war.

When the fall of France became imminent, the Restigouche was detached with the Fraser and the cruiser HMS Calcutta to the Biscay port of St. Jean de Luz to pick up important military and civil personnel.



CPO FREDERICK A. TROTTIER.

It was on the return trip that the Fraser tragedy occurred, when she was sliced in two by the Calcutta. Ldg. Sea. Trottier was coxswain of the whaler sent away to pick up survivors, a job which he remembers to this day as being one which brought home fully the horrors of war at sea.

In 1941 Trottier went ashore long enough to qualify as Torpedo Gunner's Mate, and was rated petty officer on February 1, 1942.

Back in the Battle of the Atlantic on board the Skeena, Petty Officer Trottier was in the notable action in which the destroyer dropped 72 depth charges and sank a U-Boat, taking bodies and wreckage into St. John's, Newfoundland, for confirmation of the kill. For his part in

this action, Trottier was mentioned in despatches.

Following his advancement to chief petty officer in August 1943, Trottier's invaluable experience was put to use instructing as Senior TGM of Escort Group 16, and, toward the end of the war, in the Controlled Mining Base in Halifax.

Transferred to the Ordnance Branch, Trottier was rated Chief Armourer in 1948, and is now the Senior Torpedo Armourer in the Navy.

Nearly all of CPO Trottier's early life was spent in or around Ottawa, where he was born in 1909. He went through Lisgar Collegiate and worked at various jobs in local golf clubs before entering the RCN. He joined the Navy "to see the world," and there can be little argument that in his full and varied sea time he has achieved this ambition.

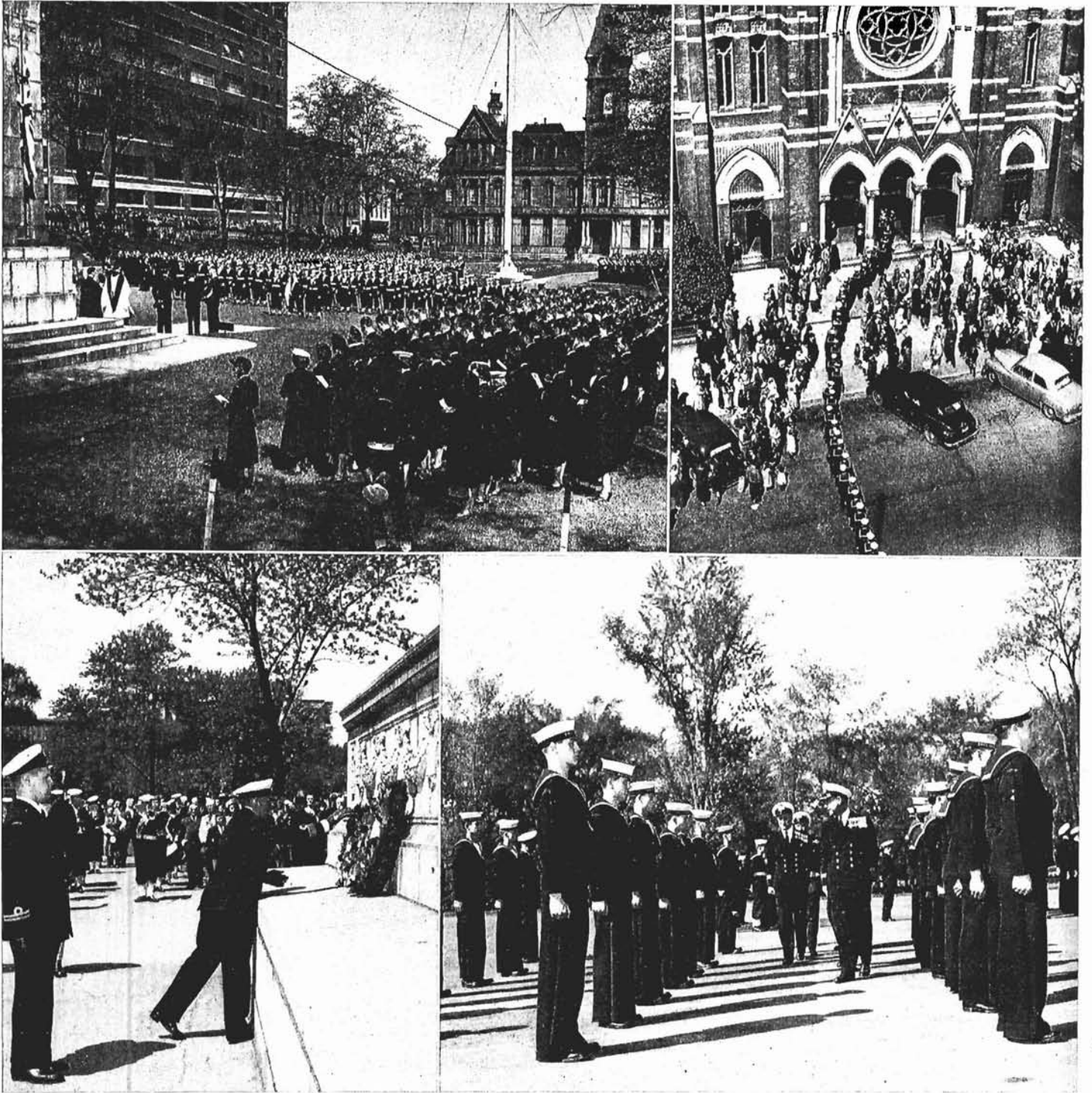
Due for pension in 1953, Chief Petty Officer Trottier will have more time to spend with his wife, the former Miss Velma George of Guysborough County, N.S., whom he married in 1934, and his son, who is now eight years old.

In his final commission in the Micmac, CPO Trottier earned the reputation of being a considerate, hardworking messmate, equipped with a dry sense of humor which showed to best advantage in times of stress.

CPO Trottier's career mirrors accurately the growth in size and responsibilities of the Royal Canadian Navy since the early thirties. In his time he did two years as an ordinary seaman and nine years as an able seaman. Faster promotion and the acceptance of heavier duties came with the war and the same state of affairs has prevailed ever since. There is a big difference, he says, between the Navy of 1951 and that of 1931.

"In the expanding Navy of today there are unlimited chances for the keen youngster," CPO Trottier added. "If I had a choice, I would do it over again, and I would recommend the life to anyone who wants to get around and get ahead."

BATTLE OF THE ATLANTIC SUNDAY



From St. John's, Newfoundland, to Victoria, B.C., and in Canadian warships at sea, naval personnel commemorated the Battle of Atlantic on Sunday, May 20. Joining them in services held at many centres ashore were veterans of the Naval Service and Merchant Navy, former members of the WRCNS, Sea Cadets and civilians. At Halifax, the starting point of many wartime convoys to Europe, more than 2,000 attended outdoor services on Battle of Atlantic Sunday. The Lieutenant Governor of Nova Scotia, J. A. D. McCurdy, took the salute during the largest peacetime parade in the history of Halifax, following which open air services were held at the Grand Parade and at the Convent of the Sacred Heart. Rear-Admiral F. L. Houghton, RCN, Ret'd., Civil Defence Director for Halifax, took the salute in Dartmouth when some 800 officers and men from HMCS Shearwater paraded to local churches. Similar services were held on the West Coast as naval personnel paraded to Victoria and Esquimalt churches. HMCS Ontario was in the South Pacific, en route from Suva, in the Fiji Islands, to Pearl Harbor, when her officers and men gathered on the quarterdeck to recall far different conditions of the North Atlantic and to pay tribute to fellow sailors who made the supreme sacrifice at sea.

The scenes pictured above are typical of this year's Battle of Atlantic observances. Reading clockwise: (1) Some of the record crowd of serving and former naval personnel who attended open-air Protestant services at the Halifax Grand Parade. (2) West Coast sailors file into St. Andrew's Roman Catholic Cathedral in Victoria. (3) Commander R. P. White, commanding officer of HMCS Carleton, inspects the ship's company prior to services at the Ottawa naval division. (4) Commodore Paul Earl, RCN(R), Ret'd., places a wreath at the cenotaph in Montreal following a parade of HMCS Donnacona's ship's company. (Negative numbers: 1, HS-14518; 2, E-15280; 3, O-1875-1).



OFFICERS *and* MEN



RCN Officer Wins Prize at RN Engineering School

Sub-Lieut. (E) Stanley Everett Hopkins of Burlington, Ont., was awarded the Clare D'Oyly Memorial Prize in April at HMS Thunderer, the Royal Naval Engineering College at Plymouth, England. The prize is awarded three times a year to the officer who has shown the best all round officer-like qualities during the course of his training at the college.

Sub-Lieut. Hopkins is the first RCN officer to win the prize, which was instituted in 1942 by Vice-Admiral W. H. D'Oyly and his wife to perpetuate the memory of their son, Lieut. (E) R. C. H. D'Oyly, RN, who was killed in action in March 1941.

Born in Nelson, Ont., Sub-Lieut. Hopkins entered the then RCN College, HMCS Royal Roads, in the fall of 1945. On graduating from the college, he entered the RCN as a Midshipman (E) and went to the United Kingdom for training and courses. Now graduated from the naval engineering college, he will go to sea to obtain his engineroom watchkeeping certificate.

Recent Appointment Changes of Interest

The following appointments are among those which have taken place in recent weeks or are due to take place in the near future:

Captain (E) Cecil I. Hinchcliffe, to HMCS Naden as Principal Overseer West Coast Area with headquarters at Vancouver. Formerly at Naval Headquarters as Assistant Chief of Naval Technical Services (Ships).

Captain (E) J. B. Caldwell, Naval Headquarters as Assistant Chief of Naval Technical Services (Ships). Formerly at Headquarters as A/CNTS (New Construction Ships).

Commander (E) J. S. Somers, to HMCS Magnificent as Engineer Officer. Formerly on the staff of the Chief of Naval Technical Services, Naval Headquarters.

Commander (E) J. S. Ross, to HMCS Stadacona on staff of Superintendent, HMC Dockyard, Halifax, as Manager Engineering Department. Formerly Engineer Officer, HMCS Magnificent.

Commander (E) I. J. L. Palmer to Naval Headquarters on the staff of the Chief of Naval Technical Services. Formerly Manager Engineering Department, HMC Dockyard, Halifax.

Commander (E) H. A. Winnett, to HMCS Ontario as Engineer Officer. Formerly at Naval Headquarters on the staff of the Deputy Engineer-in-Chief.

Lieut.-Cdr. F. C. Frewer to HMCS Niobe for Royal Navy staff course. Formerly in command of HMCS Micmac.

Lieut.-Cdr. J. R. Doull, to HMCS Naden as First Lieutenant-Commander. Formerly at HMCS Shearwater as Direction Officer.

CPO Albert Potter Receives LS and GC

CPO Albert Potter, of Vancouver and Halifax, received the Long Service and Good Conduct Medal from Commodore A. M. Hope, Commodore RCN Barracks, Halifax, during divisions at Stadacona early in May. CPO Potter is Chief Gunnery Instructor in the Gunnery School.

Traditional Send-off for Commodore Godfrey

Commodore Valentine S. Godfrey was given a traditional send-off when he relinquished his appointment as Commodore Newfoundland early in May to proceed on retirement leave after 38 years of naval service.

Commodore Godfrey boarded HMCS Revelstoke, training ship for HMCS Cabot, and, with his broad pendant flying from the masthead, the little minesweeper proceeded to midstream in St. John's harbor. There the Commodore's broad pendant was struck. He then climbed into a whaler and was rowed ashore by officers of his command.

New Trophy Awarded to Nonsuch Seaman

Ord. Sea. Cyril H. Gilbert was presented with the Dwyer Memorial Proficiency Trophy during the commanding officer's annual inspection of the ship's company of HMCS Nonsuch, the Edmonton naval division, April 30.

Presented this year for the first time, the trophy will be awarded annually to the new entry selected as the most efficient seaman of the year. It is named in honor of Lieut. Joseph Dwyer, of Edmonton, who was lost in the torpedoing of HMS Veteran during the Second World War. Commander G. P. Manning, the commanding officer of Nonsuch, Commander Lyle Hoar and Lieut.-Cdr. E. W. Barrie are the sponsors of the trophy.

Before entering the Navy, Lieut. Dwyer was a reporter with the Edmonton Journal. Ord. Sea. Gilbert, first winner of the memorial trophy, is also a Journal employee.

Accompanying Commander Manning on his inspection of the ship's company were three former commanding officers of the division, Commander Hoar, Commander Rodney Pike and Commander E. P. Shaver.

Commander Hoar presented proficiency awards to Ord. Sea. V. Mayson and Ord. Sea. D. D'Amur, for seamanship; Ldg. Sea. D. F. Hughes and AB W. L. Mason, for A/A Gunnery; and Ord. Sea. V. Basiuk and M. Polyck, for mechanical training, and Ord. Sea. D. Wagner, C. H. Gilbert, H. Roberts and H. Bouchard for proficiency and attendance.

Following the ceremonies, a smoker and film program were enjoyed by the ship's company. — E.W.H.

Personnel Changes in Ordnance School

The month of May saw a number of personnel changes in HMC Ordnance School, Esquimalt. CPOs George Corp and John Pinkney went to Washington for a course; CPOs D. H. (Bert) Nelson and J. G.



AB Robert Haley, of Hamilton, Ont., has an off-duty talent which he puts to use brightening up the recreation spots at the RCN Air Station, HMCS Shearwater. Here he is busily at work on one of the murals he has been painting in the 31st Support Air Group canteen. (DNS-5086).

Grahame and PO Alfred Porter were drafted to HMCS Cayuga; PO Donald Ross joined the Antigonish and CPO Norman Tapping took up new duties in the Ordnance workshop. CPOs Arnold Parkinson and Richard Polly have returned to the school following a trouble-shooting tour of naval divisions in Port Arthur, Winnipeg, Regina and Calgary.

Naval Stores Chief Retires at Halifax

Robert McNeill Keirstead, 56, Superintendent of Naval Stores in HMC Dockyard, Halifax, retired early in May for reasons of health.

Mr. Keirstead commenced working in Naval Stores at the East Coast in January 1941 as Deputy Superintendent and became Superintendent in May 1944.

In his ten years at the Halifax dockyard, he saw his department expand from a single supply centre at Halifax to a sprawling wartime network of bases stretched across Eastern Canada. Depots at Montreal, Quebec City, Gaspe, St. John's, Sydney and Cornwallis were first controlled by the Halifax centre before a central organization was set up in Ottawa. More than 1,300 personnel manned these supply bases, which provided the necessary logistic support for warships operating along the convoy lanes and for the Navy's rapidly expanding training centres.

Mr. Keirstead is a First World War veteran, having served in the Royal Naval Air Service as a squadron commander. Following the war he was first employed with the British Columbia government, then spent three years in New York as an executive of a construction company. He is a graduate of the Ontario Agricultural College and operated his own business in the Annapolis Valley apple industry from 1931 to 1941.

PT Instructors Form Fraternal Association

Believed to be the first of its kind in Canada's Armed Forces, the Atlantic Command Naval Physical Training Instructors' Association was launched this spring in HMCS Stadacona.

Its object is to promote fraternity among P. and R. T. Instructors on the East Coast, and its members hope to extend the organization from coast to coast and possibly beyond.

President is CPO Andy Chartren and other officers are: First vice-president, CPO John Rowland; second

vice-president, PO Bill Rhuebottom, and secretary-treasurer, PO Victor W. Dougherty. Offices are held for one year and membership will consist of life, honorary, regular and associate.

The association has adopted the motto "Mens Sana in Corpore Sano," with insignia of an anchor with crossed clubs surmounted by a crown on a maple leaf ground.

Picnics and other social events are being planned. A monthly newsletter, containing "shop talk" and personal items, is circulated among ships and establishments of the command.

Six from Aldergrove Drafted to Cayuga

Six communicators from Aldergrove Radio Station were drafted to sea in May, and all went to the same ship — HMCS Cayuga.

They were CPO Ralph Davies, Leading Seamen Joseph Pulton and Robert J. Branter, and Able Seamen Gerard Reitsma, Barry J. (Spud) Murphy and Clayton Moran. CPO Davies exchanged jobs with CPO Roy Adams.



The Pacific Command's first hobby show was held in HMCS Naden May 10 and 12 and proved to be an outstanding success. Wallets, handbags, rugs, slippers, gloves, copperwork, photo albums, woodwork, lamps and other handicraft fashioned by officers, men and their wives, were on display. Almost all the exhibits were produced in Naden's popular hobby shop and, prior to the show, were separated into various divisions and judged by an RCN nursing officer and two Vancouver businessmen. In the photo above, Commodore E. P. Tisdall, Commodore, RCN Barracks, examines some of the entries with AB Charles Moscovitch, of Montreal and Victoria, who is in charge of the hobby shop. (E-15188).

TRUE UN EFFORT SAVES CANADIAN OFFICER'S LIFE

*Four Nations' Ships,
Medical Staffs
Involved*

Warships and medical staffs of four nations took part in a successful fight to save the life of a Canadian naval officer in Korean waters in late April and the early part of May.

Lieut. Michael Barrow, of Kleinburg, Ont., was stricken with acute appendicitis while his ship, HMCS Huron, was engaged in carrier screening operations off Korea. Following diagnosis by the Huron's medical officer, Surgeon Lieut. William Cooke, of Toronto, Lieut. Barrow was transferred by jackstay to HMS Glory for an emergency operation in the carrier's hospital.

Surg. Lieut. I. B. Crawford, RN, of London, England, performed the operation and at first Lieut. Barrow seemed to be well on the road to recovery. But the following day he suffered a severe relapse, and was placed on the seriously ill list. He

was subsequently placed on the dangerously ill list and his condition gave cause for grave anxiety.

Surgeon Commander J. H. Mitchell, RN, of Wexford, Ireland, Principal Medical Officer in HMS Glory, flew to the United States carrier Bataan by helicopter to consult with Lieut. J. McBride, USN Medical Corps, of St. Louis, Mo. Following consultations, the two Royal Navy doctors for four days spent a day and night watch at the bedside of Lieut. Barrow, doing all in their power to help him.

They won the first round and it was decided to send Lieut. Barrow to a hospital ashore. Once again he was carefully transferred by jackstay, this time to the Australian destroyer Warramunga, which rushed him to a UN naval base in South Japan.

He was admitted to the shore hospital May 5. The following day his condition was reported as greatly improved and by May 9 had reached the stage where he could be transferred from the dangerously to the seriously ill list. Complete recovery followed, with Lieut. Barrow returning to HMCS Huron May 27.

Throughout the anxious period of hospitalization Lieut. Barrow's father, Mr. Geoffrey Barrow, of Kleinburg,

Friends Ensure Sailors Have Plenty to Read

About 200 families in the Westmount Sub-division of Halifax flooded HMCS Magnificent with almost 1,500 books, magazines and periodicals in May.

The fund of reading material was supplied in answer to an appeal by the ship's sports officer, Commissioned Bos'n James Blades, who lives in Westmount.

The literature was picked up by a party of men from the ship the forenoon of May 26 and was distributed to the messes the following Monday.

was kept informed of his son's condition. During the critical periods, daily reports were passed to the Huron, from where they were relayed to Naval Headquarters and thence to Mr. Barrow.

After Lieut. Barrow was well on the road to recovery, Commander A. B. Fraser-Harris, Commander Canadian Destroyers Far East, despatched the following message to HMS Glory: "Very much appreciate the very fine care taken of Lieut. Michael Barrow. On behalf of his parents and the RCN I would like to extend their great appreciation for the efforts made by Surg. Commander Mitchell and Surg. Lieut. Crawford which undoubtedly saved this officer's life."

"Original Owners" Taking over at Albro

Albro Lake Naval Radio Station is slowly and surely being turned back to its "original owners" — the radio division of the Communications branch.

Last-ditch defenders for the visual division are Petty Officers William Thompson, George Smith and Donald Fowler, and Ldg. Sea. Clem Wilson.

The change has brought back several men who have had previous service at the station. They include Chief Petty Officers Charles Scott and A. D. Chalmers and Petty Officers H. W. Cooper, John McLaughlin and Wilson Moulard. Also back, after a course in the Electrical School, is PO Gord Lothian.

New faces on the station include Ldg. Sea. George Taylor and ABs John Milligan, P. H. Davidson and Joseph Hurtubise.

Away with bag and hammock have gone PO Jim English to the Magnificent; PO Jerome Key, to the Communications School, and Ldg. Sea. J. R. Jamieson and ABs B. A. Murtha and Gordon Ehlers to the Stadacona Message Centre.



Three members of the Supply branch piled up a lot of sea mileage in a comparatively short space of time this spring. Within a period of 39 days, Commander (S) R. Gordon Harris, of Halifax and Victoria, Inspector of Supply and Fleet Accounting (West Coast), and two members of his staff, CPO Gerald Spark, of Victoria, and PO Arthur Campion, of Nelson, B.C., made a round trip across the Pacific — a distance of some 12,500 miles — in two ships of the RCN. They sailed from Esquimalt in the Sioux, transferred to the Athabaskan off the west coast of Korea and came home in the latter ship. While on passage, they carried out full ISFA inspections in the two destroyers. The team is shown above at Hoover Park, on the island of Guam, during the Sioux's stop there on the outward voyage. Left to right are PO Campion, Commander Harris and CPO Spark.



Pictured above are members of the 17th Leadership Course to be held at HMCS Corawallis for chief and petty officers. Front row, left to right: POs G. Irwin, S. Mione, R. Barnes and R. Sallis (instructor); Commissioned Bos'n W. H. Myers, (course officer), and POs W. Hart, J. McGill and C. Morrison. Centre row: POs M. Lavoie, H. Mitts, E. Carrier, G. Bramley and R. Land. Rear row: POs J. Arsenaault, T. Kozub, D. Trim, W. Dutchak, L. Skinner and S. Mortimer. (DB-1053-1).

CPO Cassam Marlin, with five continuous years of service at the Albro Lake to his credit, has signed on for another three years of active duty. He is Regulating Chief at the station.

High Academic Honors for Brunswicker Officer

One of HMCS Brunswicker's youngest officers, Sub-Lieut. Wallace D. Macaulay, recently was awarded a Beaverbrook Scholarship, one of the highest academic awards available to Canadian students. For good measure, Sub-Lieut. Macaulay led this year's graduating class at the University of New Brunswick Law School, when he was awarded his BCL degree and won the faculty prize for highest standing in the three-year course.



The scholarship, established in 1946 by Lord Beaverbrook, will enable Sub-Lieut. Macaulay to continue his law studies at the University of London, England. He and Mrs. Macaulay will sail from Quebec City on September 7.

A naval veteran of the Second World War, Sub-Lieut. Macaulay has already received a Bachelor of Science degree from UNB, having been graduated in the spring of 1949. At that time he was awarded a St. Andrew's Society scholarship.

Sub-Lieut. Macaulay was grad-

uated with honors from Saint John High School in 1944 and immediately went on active service with the RCNVR as an ordinary seaman. After six months' service in Sydney, he joined the 65th MTB Flotilla, working in the English Channel from bases at Great Yarmouth, Flushing and Ostend. Following his discharge in 1946, Sub-Lieut. Mac-



Commander D. G. King congratulates AB James Maxwell after presenting him with the parachute badge earned by the latter at the Canadian Joint Air Training Centre. AB Maxwell spent his annual leave taking the course at the parachute school.

Photographer Spends Leave Taking Parachute Course

Able Seaman James Maxwell, a naval photographer attached to the Canadian Joint Air Training Centre at Rivers, Manitoba, had an ambition: He wanted to become a qualified parachutist.

However, as there is no requirement for "jumping photographers" in the Navy, it was not possible for Maxwell to be freed from his duties so he could attend the parachutist course at Rivers. The only solution was for him to take his annual leave and spend it at the parachute school.

This he did, and in May Able Seaman Maxwell lined up with the other graduates of the course to receive his parachute badge. The presentation was made by Commander D. G. King, Chief of Staff to the Flag Officer Pacific Coast and commanding officer designate of HMCS Athabaskan. Commander King was at Rivers at the time for a Land/Air Warfare course.

aulay entered UNB. He entered the RCN(R) at Brunswicker in 1950.

Another of Brunswicker's officers, Sub-Lieut. James T. Grannan, has also made a mark for himself "ashore." He recently was elected president of the Saint John District Council of the Catholic Youth Organization, which comprises seven chapters with a membership of several hundred young men and women. — R.S.M.

LOWER DECK ADVANCEMENTS

Following is a further list of advancements of men on the lower deck. The list is arranged in alphabetical order with each man's new rating, branch and trade group opposite his name.

AYLWARD, Alfred P1PT1
 ANDREWS, Alfred J. C1CV3
 ATHA, Donald A. LSVS1
 ATKINSON, Marvin H. LSRP1

BAIN, William G. LSCS2
 BAKER, Neil J. LSCK1
 BARAGER, Eugene G. LSAR1
 BARTEAUX, Frederick J. P1TI3
 BEAUCHAMP, Raymond J. P2VS2
 BEAUPRE, Eugene E. LSAW1
 BELL, Jack A. P2RC1
 BENKO, Andrew LSMO1
 BIRD, Douglas A. P2PW2
 BIRD, John LSNS1
 BIRD, Lynden V. P1RC2
 BOHNE, Russell W. LSNAN1
 BOUCHER, Alfred J. LSCW1
 BOUGIE, Leo P. LSSW1
 BOYCE, Bernard S. LSCK1
 BOYD, Thomas D. P1AT4
 BRET HOUR, Leslie C. P1SH4
 BREWER, Frederick J. LSCS2
 BRIDGE, Wilfred L. P1SM2
 BRUCE, John G. C2PI3
 BURNETT, Marshall J. C2LR2
 BUSH, Charles L. P1SM2

CAMERON, Duncan J. LSCK1
 CAMPBELL, Roger E. P2AA1
 CARR, Gordon V. P1CM3
 COLE, Walter E. P1AW2
 COOKE, Robert E. P2RP1
 CORCORAN, Alexandre. LSCK1
 COTTRELL, Arthur G. LSCS2
 COUTU, Paul J. LSCS2
 COWELL, Stephen C2AT4

DOREY, Clifford A. P1QR1
 DARWIN, Allen J. P2FM2
 DONISON, Wesley P1PT1
 DRISCOLL, Breen F. P1SW1
 DUPONT, Noel LSCK1

ESTES, Ronald W. LSCS2

FEATHERSTONE, James D. LSVS1
 FERNIE, William F. C1T13
 FLEMING, Kenneth L. P2CM2
 FLETT, George M. LSAW1
 FOWLER, Donald MacK. P2CM2

GIBERSON, Graydon D. LSCS2
 GRAVELLE, Roland J. LSSWS
 GREIG, James F. C2SM3
 GRENTZ, Reginald J. P1AT4

HAYDON, Victor C. LSCK1
 HEGGIE, William P1AT4
 HILL, Herbert P1QR2
 HOARE, Ivan LSSWS
 HOFFART, Peter H. LSPW1
 HOGG, William D. LSCM1
 HUGHES, Donald C. C2QM2

INGRAM, Douglas R. C2TI3

JACKLIN, Charles G. LSAO2
 JACKSON, Kenneth A. P1AA2
 JONES, Harvey A. LSRP1
 JULIUS, Arthur R. P1AA2
 JUPP, Edward D. C2QR2

KELLY, John W. LSPW1
 KIRK, James M. LSCM1
 KIRKMAN, Gordon L. LSPW1
 KRYS, Henry H. LSPW1

LAMB, Charles E. LSCS2
 LANGRUD, Obert T. LSPW2
 LAUDER, Douglas J. LSAR1
 LAW, Dennis LSRPS
 LEVASSEUR, Omer E. LSCS2
 LITALIEN, Germain P2AW2
 LOVERING, Douglas J. P1SM2
 LOWE, John A. LSAF1
 LUKE, James K. C2GI3

McANDREWS, John R. LSNS1
 McCULLOUGH, Wilfred F. LSCM1
 McINNIS, Lloyd H. LSAR2
 McINTYRE, Arthur W. LSVS1
 McKELLAR, Mansell G. LSCS2
 McNAUGHTON, Robert G. LSSE1
 MacCULLOUGH, Harold A. LSAW1
 MacDONALD, Francis R. P2AW2
 MacLENNAN, Robert D. LSCS2
 MACKIN, William A. LSSM1
 MANSFIELD, Herbert A. P2CM2
 MARQUIS, Henri P. P2CK2
 MARSDEN, Thomas W. P1QR2
 MEEK, Sydney P. P1QR1
 MILLER, Charles R. P2CM2
 MOLYARD, John M. P1SM3
 MORAN, Wilfred LSFM2
 MOREHOUSE, Robert E. LSCM1
 MURRAY, William D. LSVS1

O'BRIEN, Jack L. P2AO2
 O'BRIEN, James R. LSSWS
 O'DONNELL, Joseph P. P1PC3
 O'DOWD, Jack P1TD1

PADGET, Rupert M. P1PT1
 PALMER, James LSCK2
 PARKINSON, Thomas A. C2ER4
 PEAR, Mervin A. LSNS2
 PERCIVAL, Edward C. C2PI3
 PETTIGREW, Gordon G. P2SH3
 PORTEOUS, John A. LSEM1

QUINN, John H. P1PT1

REYNOLDS, Edward S. P2VS2
 RHODES, Stanley H. C1GI3
 RIDEOUT, Allan J. P1AA2
 RIDGWAY, Maurice P. P2RC1
 ROBERGE, Albert LSVS2
 ROLLINS, Rene P1CK2
 ROY, Leon F. LSNAN1
 RUSNAK, John LSCM1

SALT MARSH, George W. LSCM1
 SCHUMACHER, John E. P1AA2
 SCOTT, Charles J. C2CM3
 SEMCZYSZYN, Nicholas. LSFM2
 SEYMOUR, Gordon K. LSNS1
 SHAH, Mohamed-S. P2AR2
 SHINNAN, John W. P2AW2
 SIMPSON, John M. LSCK1
 SMITH, Raymond A. LSFM1
 SMITH, William B. P2FM2
 SMOTH, Peter K. LSAW1
 SNELLING, Sydney LSA11
 SWITZER, Jack C. LSMO1

TARVES, Stanley R. LSEM1
 TESSIER, Ronald L. LSCK1
 THOMAS, Cecil R. P1AA1
 TROTT, Henry R. C2PC3 (NQ)
 TRUDEL, Joseph R. C2SM3
 TURNER, Lewis W. C2AT4

WALKER, Dennis G. C2SM3
 WALSER, Leonard L. LSCK1
 WARD, Harry LSCM1
 WAREHAM, Earle A. LSCM2
 WATSON, Hugh C. C2PC3 (NQ)
 WAY, Percival E. P1AW2
 WEIR, Robert D. LSPW1
 WHEELER, Roy D. P2CM2
 WHEELER, William C. C2SM3
 WHITE, Gordon A. C2TI3

Wren Newsletter Now Available

An undertaking of the Vancouver Branch of the WRCNS Association this year has been to compile, publish and issue the WRCNS Newsletter.

This interesting and informative publication contains feature articles, photos and news of the activities and whereabouts of a great many former "girls in navy blue." Persons desirous of obtaining copies may do so by forwarding 35 cents to the WRCNS Association, care of HMCS Discovery, Vancouver, B.C.

WEST, Victor H. P2NS2
 WHIT TOM, Joseph A. LSNS1
 WILSON, James H. P1AA2
 WINDSOR, Gordon A. C2PC3 (NQ)
 WRIGHT, Kenneth L. LSVS1
 WYMAN, Harold L. LSCS2

ZWICKER, Fulton G. P2AF2
 ZWICKER, Lloyd E. LSCS2

Retirements

Chief Petty Officer Ernest Deighton Calverley

Rating: C1QM2
 Age: 38
 Address: 2108 Roseberry Ave., Victoria.
 Hometown: Nanaimo, B.C.
 Joined: March 1930, as a Boy Seaman.
 Served In: HMS Excellent, Curacao; HMCS Naden, Vancouver, Skeena, St. Laurent, Niobe, Athabaskan, Avalon, Chambly, Peregrine, Cape Breton, Copper Cliff, Givenchy, Crescent, Malahat, Griffon.
 Awards: Long Service and Good Conduct Medal.
 Retired: May 25, 1951.

Chief Petty Officer Leslie Cole

Rating: C1GA4
 Age: 39
 Address: 583 St. Patrick St., Victoria.
 Hometown: Regina, Sask.
 Joined: May 1931, as an Ordinary Seaman.
 Served In: HMS Excellent, Nelson, Victory; HMCS Naden, Skeena, Vancouver, Fraser, Restigouche, Stadacona, Cornwallis, Avalon, Peregrine, Givenchy, Ontario.
 Awards: Long Service and Good Conduct Medal.
 Retired: May 4, 1951.

Chief Petty Officer Holland Hastings Shepherd

Rating: C1RT4
 Age: 39
 Address: First Ave., Fairview, Halifax.
 Hometown: Mimico, Ont.
 Joined: January 1929, as a Boy Seaman.
 Served In: HMS Victory, Barham, Champion, Pembroke, Campania; HMCS Niobe, Peregrine, Stadacona, Saguenay, St. Laurent, Ste. Hyacinthe, Cornwallis, Fort Ramsay.
 Retired: May 18, 1951.

SMOKE AND FIRE THEIR DAILY DIET

MACNAB'S Island in Halifax Harbor looks like a Hell on earth these days.

Ugly black columns of smoke roll away from the shoreline. Hissing steam and belying flames swirl over the spot. Black-garbed figures dart in and out of the inferno.

But everything is under control — under the control of "smoke-eaters" who, at the Navy's newest fire-fighting section, are conducting classes in how to battle blazes of all kinds and descriptions.

Since it opened officially last October, the RCN's first full-scale "flame pit" has become a going concern. And it is going to be a good deal busier, now that damage control and fire-fighting qualifications have become a "must" for promotion in all branches requiring seetime for advancement.

The section teaches the theory and practice of fire-fighting, rescue work, first aid and the use of breathing apparatus. Besides naval personnel, masters and mates in the Merchant Service and members of the RCMP Marine Section also receive instruction.

Covering about half a square mile, the section consists of several buildings, containing offices, classrooms, workshops, etc., and, at a respectable distance, a series of mock-ups where practical training is carried out.

There is a "boiler room" of reinforced concrete and fire brick, made to resemble the machinery spaces of a ship. Here are taught both fire-fighting and the use of breathing apparatus.

A fore-castle mock-up has been ingeniously fashioned by splitting an old oil storage tank into two compartments. Fire mains and hydrants are fitted, plus facilities for teaching first aid.

The next prop, though humble enough looking, is the one that creates most of the pyrotechnics. It's an oil tank where trainees learn by actual practice how to put out oil fires.

Further on is a mock-up of a flight deck, complete with a crumpled Sea-fire, where men from the Magnificent and the RCN Air Station learn aircraft rescue work and carrier fire-fighting procedure.

Ship inspection is one of the section's big jobs. The staff tests equipment, reports findings and makes recommendations aimed at standardiz-



Demonstrating how to deal with an oil fire, naval firemen using fog nozzles moved in on a towering blaze (top) at the fire-fighting school on MacNab's island and in a matter of seconds succeed in smothering the flames (bottom). (HS-12853 and 12858).

ing apparatus and arrangements aboard each class of warship in the RCN.

The section is headed by Lieut. (SB) Neil Duval and comes under the administration of the Damage Control School at Halifax, whose officer-in-charge is Lieut.-Cdr. Kenneth Grant.

Lieut. Duval has a staff of eight, with Chief Petty Officers Horace Marr and Frank Casas the senior instructors.

With the emphasis on damage control and fire-fighting increasing, it is expected the fire-fighting section on the West Coast will be expanded to provide similar training for personnel based at Esquimalt.

When both schools are in full operation, practically all officers and men will receive both preliminary and advanced courses which will make them fully familiar with the means and methods both of damage control and the fighting of fires.

LOOKING ASTERN



24th Escort Force

THE BATTLE OF CAPE FAREWELL

Convoy SC 42

Off Greenland's icy coast this tale is told
In mid-September, nineteen forty-one.
A convoy steams toward Britain, every hold
Laden with cargo to combat the Hun.

The dying day draws the horizon near,
Fast falls the bleak but reassuring light,
And darkness travels hand in hand with fear;
(Convoy-wise instinct is as sharp as sight).

Far off small specks are coming into view —
Ships, hull down, rolling to Atlantic swell;
A convoy joining at the rendezvous;
Twelve columns keeping station, trim and well.

In these grim days the British Empire's might,
Unaided, guards the seas from Nazi pack,
Hence convoys sometimes move with escort light,
As here, where four ships stand twixt all attack.

Destroyer Skeena leads; there follow three
Corvettes to screen the fleet of sixty-four.
All are Canadian-manned — Kenogami,
Orillia and Alberni — ships of war.

The day dawns fair and cool, the seas blue-steeled,
As Greenland's icy mountains are revealed
Bathed in the Arctic air, sunlit, serene,
The bleak, serrated peaks an awesome scene.

But look! a foamy wake approaches now
The right wing of the moving convoy's line;
A lookout shouts, "Torpedo, starboard bow!"
The great ships alter course — but not in time.

The "Action Station" bells clang through the ships,
Each man is at his battle post, alert,
From Skeena's bridge the quick, crisp order rips.
Corvettes manoeuvre — bow-waves all a'spurt.

A loud explosion blasts the morning air
And echoes back from rugged Cape Farewell;
A ship with mortal wound lies helpless where
Seconds before she surged through northern swell.

Hour by dragging hour throughout the day
The escort screens the convoy, rank on rank,
Keeping the furtive sea-shark well at bay —
The shark that waits to tear the tender flank.

Then moonrise in the east, a blood-red globe
Caught in Aurora's swaying, brilliant hues;
By midnight twice the devastating probe
Has thrust again. Two ships are gone — two crews.

This is but a prelude. From the midnight hour
Till midnight of the ghastly following day
Nine more brave merchant ships will feel the flower
Of flame that burns a vessel's life away.

Dante's Inferno was no ruddier hell
Than this where tortured ships light up the blue.
Brave men are dying here — and dying well.
"So much is owed by many to so few."

At dusk three U-boats brazenly intrude
Between the ranks of freighters and engage
In surface action. Seeking for the rude
Invaders the corvettes steam up in rage.

Down through the heaving star-lit lanes they heel
In angry hide-and-seek with death the prize,
Marked by the dull explosion, hard swung wheel,
The asdic's ping, the search of radar eyes.

Twice in the night corvettes come close to grips
With dodging U-boats. Skeena's greater speed
Brings her to action constantly where ships
Wallow in fuel oil, blazing as they bleed.

Avoiding oft destruction by a breath
The guarding warships lunge at slippery foe,
Wounding the closest. From the jaws of death
Orillia takes hurt Tascoe in her tow.

With morning Empire Hudson meets her fate.
That gallant CAM ship — leader of port wing.
Struck fair amidships, riven plate on plate
She drifts, a derelict, a dying thing.

At noon another wolf leaves Neptune's den,
Sneaks through the sea that floats its hapless prey,
Raises its eye, sinks SS Thistle Glen,
And through the lines astern it slides away —

Or thinks it will — till Skeena, closing fast,
Rides o'er the swirl of hull swift knifing down;
Depth charge on depth charge lifts its foaming blast
As the destroyer sees its quarry drown.

Envisage now, what satisfying thrill
Befalls our lot in Skeena — to hold sway
Atop our quarry — carrying out the kill
Of one more Nazi monster built to prey.

Our depth charge patterns rip and crush and sear,
And as the shattered waters become still,
The tell-tale oil, air bubbles soon appear;
No more will *this* marauder maim and kill.

Lightning-like runs the word through battle's press
And Skeena's company breaks out in a roar.
Tired eyes and bodies lose their weariness,
From bridge to platform fighting spirits soar.

That afternoon an aircraft takes a hand;
It drums above the gallant four below.
Despatched from Iceland's RAF command
Its pyrotechnic flares reveal the foe.

From Iceland two corvettes are on their way;
Chambly and Moose Jaw, both Canadian laid,
Steaming to join their sister ships at bay,
They join at midnight with their precious aid,

And this they see: the rocket in its flight,
Star shell, projectile, flame, against the sky —
A merchantman, fierce blazing in the night —
And, close at hand, its killer speeding by.

Frantic, it spots the two corvettes and dips
Its bow! — but not in time — the charges light
Where they will do most good. Between the ships
It staggers surfaceward — gives up the fight.

Yet, through another night, its pack-mates claw
The convoy's flanks — pull four more vessels under —
Pay for it with their own slashed hides, and draw
Into another dawn of cordite thunder.

But now the guns fall still, one hears the whine
Of wind in rigging once again. The rim
Of daybreak shows a distant, racing line
Of four destroyers, each in battle-trim.

Douglas and Veteran, Saladin and Skate,
And then a fresh division of corvettes.
Neither too little now nor yet too late
They ring with steel the convoy as it sets

Its course again for England. High the cost
Of sixty hours as the wolf pack's sport —
And yet, for all the ships and sailors lost,
Well-nigh on fifty cargoes come to port.

While into Reykjavik, up Iceland way,
Streams tough Orillia still with wounded tow,
Telling the world that seamen live today
Who would have pleased great Nelson years ago.

by Surg. Cdr. C. M. Oake, RCN(R)

"THE SAFE AND TIMELY ARRIVAL OF THE CONVOY AT ITS DESTINATION IS THE PRIMARY OBJECT OF THE ESCORT." (Atlantic Convoy Instruction, Part I, Article 1).



Afloat and Ashore

ATLANTIC COAST

HMCS Magnificent

The Magnificent now has a weekly publication called The "Maginews," which deals with the activities of the ship. The first edition "hit" the mess-decks May 11 and featured a photo display of events during the spring cruise.

The issues have hand-illustrated covers and features and yarns about the ship and ship's company. Through its cartoons and stories, the editors hope to replace in as entertaining a form as possible the old grapevine and "buzz" system of passing information throughout the ship.

Editors are Instructor Lieut. John A. Williams and Sub-Lieut. George Noble. AB R. Ross is staff cartoonist.

Wedding bells sounded recently for two members of the ship's company. They were CPO Joseph A. Champagne and PO George F. McGregor.

HMCS Micmac

Seventy-five civilian employees in HMC Dockyard were embarked in the Micmac May 1 for a trip around Halifax harbor as guests of the ship's company. Accustomed to seeing ships coming and going from the dockyard, they had the position reversed, for a change, and seemed to enjoy it thoroughly.

Two days later, some 50 wives, children and friends came on board for a "family day" at sea off Halifax. While the Junior Officers' Technical and Leadership Course was receiving engine room training, the guests were taken on a tour of the ship, witnessed a depth charge "attack" and otherwise got an insight of life aboard a destroyer.

HMCS Portage

Following an extended refit in Saint John, N.B., and Halifax, HMCS Portage sailed for workups in the Bermuda area May 20 and returned to port the end of the month.

During the refit period there were a number of personnel changes. Those to join the Portage recently include CPOs Harry Lane from Stadacona and Milton Keseluk from Corn-

wallis; POs Leslie Tonge from Stadacona and Joseph Rogers from Donnacona and AB Hilliard Lewis from Stadacona. Departing drafts included CPOs George Pilkington, Edward Kimber and Kenneth Summers, all to Stadacona; POs Arthur Taylor to Stadacona, Harry Swanson to Magnificent, Angus Gray to Naden and George Mitchell to Cornwallis, and Able Seamen Joseph Boucher to the Whitethroat, Melvin Young to the Cayuga and Cecil McIntyre to the Whitethroat.

HMCS La Hullose

Task Group 213.1, consisting of HMC Ships La Hullose, Crescent and Swansea, was formed April 18. A week was spent at sea for work-ups and exercises. Although "The Lady" finished on top in competitive drills, this was more than compensated for by the Commando tactics employed by the other ships. During the WUP period the Wallaceburg was also in company.

The cadet training trip to the United Kingdom is the first long cruise since the ship commissioned. Fifty-three cadets joined for the voyage to Portsmouth and Rosyth,



The "Chief" with the roguish grin is three-year-old Ricky Elstone, whose father, CPO Tom Elstone, is about to dig him out from his nest in a pile of hammocks on board the Micmac during the destroyer's "family day" at sea May 3. (HS-14349).

which covers about five weeks in all.

Sub-Lieut. Michael Kelly, RCN(R), of Queen Charlotte, who had been aboard as communications officer for some time, entered the RCN on a short service commission and left the La Hullose for HMCS Stadacona prior to the UK cruise.

"The Lady" did well in the annual Fraser-Harris boat classic in the middle of May. Although this was the first time the ship had entered a sailing event of this kind, she succeeded in taking second place. — J.O'C.M.

Albro Lake Radio Station

The efforts of CPO Ted Jackson have been rewarded in the form of a new record for daily averages in reception of commercial traffic. A huge thermometer indicator has been installed in the main receiving room showing the highest daily average achieved in the station under normal conditions and indicating the current daily effort as well. This has proven to be the shot in the arm needed to set a new record. The "Chief" has given much of his time and effort and deserves a lot of credit for a job well done.

The coming of spring turned all hands to thinking of annual leave. After much thought and careful planning by the Officer-in-Charge and Regulating Chief, a workable leave schedule was placed in force and one watch is now enjoying a well-earned holiday.

The dances held at the station have proven well worth the organizational effort and indications are that they will continue to be an outstanding success.

Sporting endeavors have been limited to the lakes in the vicinity, where, 'tis said, the trout abound in ever increasing number. Not yet active but successfully working out the kinks is the station softball team, which will feature a complete change-over in personnel from last year. — J.L.K.

HMCS Shearwater

The roar of Avengers taking off from and landing on the air strips at Shearwater in night flying exercises has become so commonplace that it is

unlikely the residents at Eastern Passage even notice the noise any more. Whenever possible, night flying has been carried out at the naval air station and it invariably goes on until the break of dawn.

A new canteen was recently opened and is completely equipped with snack bar, soda fountain, magazines and sundry other items.

The station's topography is changing as bulldozers shunt great mounds of earth here and there and ditches suddenly appear in the construction program that calls for a new barracks block, control tower and central heating plant. The station's new school is nearing completion after many months of excavation, construction and brick-laying.

HMCS Whitethroat

During the last week of April and the first week of May, the newly-commissioned Whitethroat was engaged in training exercises off Halifax harbor, seaward defence officers and members of the ship's company practicing the laying and recovery of mines. Later the ship was taken in hand in the dockyard for minor repairs and refitting. — *M.P.D.*

Communications School

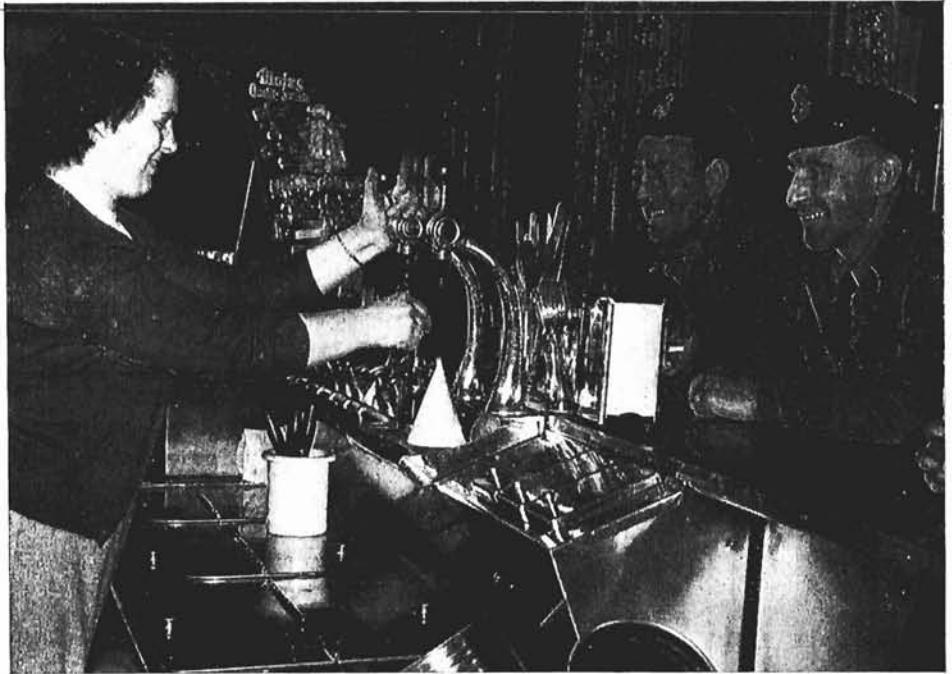
Two classes from the Communications School, CV40 and CR39, under the instruction, respectively, of PO Dick Johnson and PO Bob Palmer, spent the second week in May at sea with the East Coast training flotilla in St. Margaret's Bay.

All members of the school are currently undergoing the one-day small arms familiarization course at Bedford rifle range. Since all in the school have not yet had a chance to show their stuff as marksmen, the best shots have not been picked. However, Ord. Sea. Bob Koons, of CR40, is a likely candidate, having scored five bulls-eyes in as many shots.

Matron Makes Flying Visit Aboard "Maggie"

HMCS Magnificent welcomed the first member of the fair sex to make a deck landing on the carrier, May 18, when Sub-Lieut. (NS) Elizabeth MacFarlane, Matron of the RCN Hospital at Shearwater, arrived on board in an Avenger aircraft piloted by Lieut.-Cdr. (P) Don Knox, commander of 880 Squadron.

Sub-Lieut. MacFarlane returned to the air station that day by the same mode of transportation, after watching pilots of the 31st Support Air Group do deck landing training.



The RCN Air Station, HMCS Shearwater, has a new snack bar, and the first ones to place their orders when it opened were CPO Art Bowden, left, and CPO Emmanuel Porter, two shipwrights who did all the carpentry work on the job. Serving them is Miss Vange Martin, of Dartmouth. The snack bar, located in the air station gymnasium, was paid for out of funds to which the National Chapter of the IODE gave a substantial contribution. (DNS-5182).

Lieut. (C) Paul F. Wilson has joined the school staff from the Magnificent to take charge of the radio department. CPO Duncan MacFarlane has relieved CPO Jimmy Green as Regulating Chief, the latter having taken up the duties of Chief of the Radio Department.

HMCS Wallaceburg

The Wallaceburg spent a work-up session in company with the La Hullose, Crescent and Swansea, these being the ship's first WUPs since she became operational. The evolutions were most successful and beneficial to all.

While at anchor in St. Margaret's Bay, a group consisting of Lieut. A. T. Love, CPO Cecil Moore and CFO Syd Nettleton organized an entertaining game of "20 questions" on naval lore. The ship's company is looking forward to more of these interesting sessions.

Lieut. Love was a crew member of the winning whaler in the annual Fraser-Harris sailing races at Shearwater. Wallaceburg placed sixth in the event.

A christening ceremony was conducted by Chaplain (P) Gower Stone in the wardroom on Sunday, May 20, with the ship's bell serving as a font. The children christened were Brian Donald, two years, and Barry Richard, three months, sons of Com-

missioned Engineer Robert Simpson and Mrs. Simpson.

PO M. G. Meredith, formerly of HMCS Shearwater, is the new coxswain of the Wallaceburg, having taken over these duties recently from CPO Thomas Carter. — *W.P.*

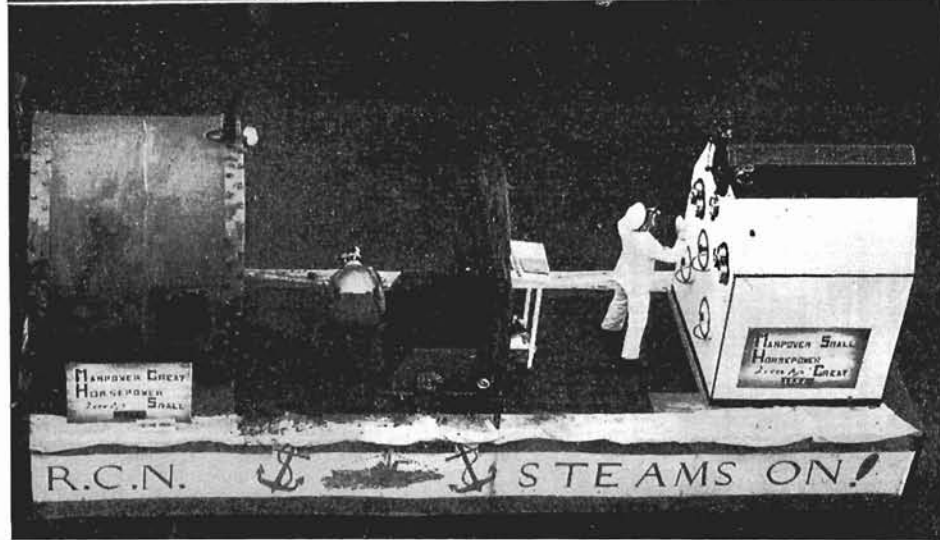
HMCS Swansea

The ship completed a three-month refit in the latter part of May and, following a period of trials and work-ups, sailed in company with the La Hullose and Crescent for the United Kingdom.

The working-up and cleaning-up period began at Bermuda, where all departments turned to for painting and cleaning ship as soon as the Swansea arrived. Special commendation goes to the Supply branch. Led by Lieut. (S) J. T. Martin, the "white empire" did much painting, during and out of working hours.

A successful beach party was held on Hen Island, in St. George's Harbor. AB Dave Watson's inexhaustible store of anecdotes and the songs of PO Walter Murphy featured the entertainment. Swansea's softball nine defeated the St. George's Police Force team 9-7 in their first game of the season.

Commodore A. M. Hope, Commodore RCN Barracks, was embarked for the Bermuda cruise. Following an inspection at Sunday Divisions, Com-



Despite a steady rain, a near-record crowd turned out to witness the Grand Parade which opened 24th of May celebrations at Victoria. Leading the parade (top) were a naval color party and guard, followed by the Naden band and other naval units. This is one of the few occasions in Canada on which the White Ensign is flown ahead of a body of men on the march. The lower photo shows the float that won second prize for the Mechanical Training Establishment at Naden. (E-15317 and 15318).

modore Hope congratulated the ship's company on their appearance and on the spirit they had shown during the cruise.

PACIFIC COAST

The Victoria Day celebrations are over but the memory of a vastly successful show lingers on. Once again the Pacific Command took a leading part in Victoria's annual spring fiesta.

A big crowd pleaser was the traditional Sunset Ceremony, which

was staged on two nights, Tuesday, May 22, and Thursday the 24th. The precision of the ceremonial guard, the speed and agility of the field gun crew and the stirring music played by the band of HMCS Naden all contributed to the effectiveness of the time-honored ritual.

The grand parade on the 24th was led by a naval color party. In spite of a steady rain, a near-record crowd cheered the procession. This parade is one of the few occasions on which the White Ensign is flown ahead of a body of men on the march.

Forty men from the Supply School,

trained to the peak of efficiency, formed the precision guard and also paraded in the Sunset Ceremony. The band set the pace for the parade and swinging along behind were four platoons of naval cadets from the Reserve Training Establishment, the field gun crew and three platoons from Naden.

Floats were constructed and entered by the Mechanical Training Establishment (theirs won second prize), the TAS Training Centre, the Diving School, The Gunnery Training Centre and HMCS Malahat. Naval fire trucks and an ambulance rounded out the naval participation.

The Gorge Regatta was as colorful as ever, featuring whaler and Indian war canoe races. Discovery's high-powered crew won the naval section of the regatta in a closely contested final run.

After the 24th was over, Rear-Admiral W. B. Creery, Flag Officer Pacific Coast, sent a general message to the Command congratulating all concerned on the success of their efforts. Because the holiday had entailed a lot of hard work on the part of most personnel in the Command, the Admiral granted a make and mend on Friday the 25th.

In a recent drive for funds for the Canadian Red Cross Society, the Royal Canadian Navy's Pacific Command contributed \$1,340, exceeding the 1940 total by a considerable margin. This achievement was made the more notable by the fact that three destroyers attached to the Command were on Korean service and were not included in drive.

Support for the campaign was received from all ships and establishments, from civilian and naval personnel in HMC Dockyard and from the Canadian Services College, Royal Roads.

Heading the drive for the Navy was Captain (S) C. J. Dillon.

Navigation Direction Training Centre

Another busy training season is in full swing at the centre. A class of nine officers took a two-week course in general navigation in May, two RP3 courses are under way and classes are being held for UNTD cadets.

Recent additions to the ND staff included Lieutenants K. R. Crombie and C. E. M. Leighton, both having recently completed an ND course in the United Kingdom, and CPO Strang Gurney and PO Cecil Ferguson, from the Sioux and Cayuga, respectively.

Mechanical Training Establishment

April was the busiest month at the MTE since the cessation of hostilities in 1945. By the end of the month the number of new entry stoker mechanics undergoing basic engineering training reached a peak total of 130.

Other training consisted of courses for post-entry ERA's, quartermaster instructors, reserve personnel and men of other branches requiring drafting instructions. All available classroom space is being used to full capacity and negotiations are under way to obtain four additional classrooms and one projection room to accommodate the training of UNTD engineering cadets this summer and also to enable to MTE to carry out courses in diesel and refrigeration maintenance.

The MTE was well represented this year during the Greater Victoria May 24 celebrations. A float was constructed depicting the old and the new in steam generating equipment. A patched up old Scotch Marine boiler was matched with a shiny new type of water tube boiler of unlimited power. The operator of the old was true to type — grimy, sweat-soaked and stripped to the waist—while the operator of the new was dressed in his best whites and wore horn-rimmed glasses and gloves.

Eighty per cent of the personnel taking part in the field gun crew exhibition and the naval unit marching in the parade were also drawn from the MTE.

Three boats' crews took part in the regatta at the Gorge on the same day.

Aldergrove Radio Station

The advent of spring brought an outbreak of gardening activity around the station's married quarters. It was not long before the results became apparent in flourishing lawns and gardens. A line of young trees has been set in the boulevards in front of the houses and it is hoped that in not too many years they will provide plenty of shade and further improve the appearance of the station's residential section.

The hot, dry weather of April brought with it several bush fires in the Fraser Valley. Local fire brigades were overtaxed and the Aldergrove fire department came to their assistance on three occasions. In one instance, the home of one of the civilian staff attached to Aldergrove was threatened. The portable trailer was rushed to the edge of the bush, where the fire was localized and allowed to burn itself out.



These two little tads, Jeannette McIntyre left, and Betty Guthrie, were awarded prizes for the best dressed girls at the ice carnival which wound up the season for the indoor rink at Cornwallis. Their fathers are members of the Cornwallis staff. (DB-1044-3).

The ball team, under the management of CPO Jack Humphries, has been practicing hard and is hopeful of a successful season.



A new style head dress has been adopted for wear by nursing officers of the three services. Here the Balmoral style cap is modelled by Sub-Lieut. (NS) Janet Allison, of East Florenceville, N.B., who is a member of the nursing staff of the RCN Hospital at Halifax. (HS-14063).

HMCS Crusader

Trials and shakedown went off without a hitch following the Crusader's commissioning, but there was no time for workups, as the first cadets joined the ship May 14 for training and the summer cruises got under way.

Working in and out of Bedwell Harbour until the end of May, the Crusader was kept busy providing training for a full quota of cadets. However, there was plenty of time for sport at Bedwell when the training day was over — sport, that is, for the chief and POs' softball team, who took the officers into camp by a 13-1 score. There is a lot of keen rivalry on board, with the stokers and the supply teams well to the fore in this respect. A rifle range has also been set up ashore at Bedwell and CPO James K. Luke is instructing and supervising the marksmen, both tyros and experts.

Sub-calibre shoots have been carried out with much enthusiasm and some accuracy by the ship's gunnery teams. There were also two full-calibre shoots, the second of which was curtailed by the disappearance of the target into the depths of the Pacific.

Although the gunnery complement is low, the ship has managed to man three guns by the expedient of using an all A/A gun's crew, captained by PO Frank Boddy, of Winnipeg, at one 4.5 mounting and an all-electrical crew, captained by CPO Cliff McMullen, of Vancouver, at another.

On May 28 the Crusader, accompanied by the Beacon Hill and Antigonish, sailed from Esquimalt on a 10-day cruise to Los Angeles.

Ordnance School

The Ordnance Officers' class was well represented in the opening regatta of the Royal Victoria Yacht Club in May, with three Snipes being skippered by Ordnance Lieutenants J. B. Boase, D. B. Perrins and C. A. Stirling. Ord. Lieut.-Cdr. H. A. Leonard and Ord. Lieut. T. E. Coffin were crew members.

The class received a practical demonstration in demolition recently when Commissioned Ordnance Officer Guy Copley smoked a booby-trapped cigarette kindly donated by Lieut. P. C. Buzza.

Volleyball games during the dinner hour provide a daily break for armourers' classes and also help to keep the boys in shape.

The Ordnance School provided a grand welcome home for HMCS Athabaskan. CPO Norman Langton

was in charge of dressing the establishment and in the afternoon the school played host to the wives and families of the Athabaskan's officers, serving them coffee while they waited for the ship to arrive.

TAS Training Centre

Like other schools in the Pacific Command, the TAS Training Centre has had its full share of personnel changes recently in the transfer of men from ship to shore and vice versa. Some of the more recent changes saw CPO Doug Ingram go to HMCS Crusader on the staff of the sea training officer for instruction of UNTDs in TAS subjects during the summer months and CPO Richard Malin to HMCS Cayuga, exchanging drafts with CPO H. C. Dunbar.

Conditional advancements have been received by CPOs William Fernie, Richard Malin, Brian Brown, Douglas Ingram, David Thompson and Candido (Deak) De Candido.

A class of ten men qualifying for TD2 has completed four weeks' theoretical instruction in the Central School and is still recovering from the effects of the one-week assault training at Heal's Range. — *C.L.C.*

Communications Training Centre

The first contingent of UNTD personnel to commence courses in the centre arrived May 21. Both first and second year cadets are to be given two weeks' instruction, with as many as eight classes under way at one time. This routine will continue until the first part of September.

In addition to the UNTD classes, courses have also been conducted for quartermaster instructors (Q), sub lieutenants qualifying for lieutenant, and re-entries, plus a communications familiarization course for lieutenants. A work-up program was also carried out for the communications staff of the Sioux prior to her departure for the Korean theatre.

RCN Hospital

The Medical Assistants' Club (West Coast) held its Spring Dance April 27 at the Fraser Hall in Esquimalt. Guests included Surgeon Lieut.-Cdr. J. W. Rogers, Principal Medical Officer of the RCN Hospital, Surgeon Lieut. R. B. Irwin, Wardmaster Lieut. W. R. Sparrow and Commissioned Wardmaster T. Kadey.

A former member of the medical branch returned to the fold in the person of AB Ted Prize, of Port Alberni, B.C., who left the navy in January 1948 and re-entered in December 1950.

Weddings

Lieut. (SB) W. R. Hindle, HMCS Naden, to Sub-Lieut. (NS) Joyce Robinson, also of Naden.

Sub-Lieut. Michael Kent, HMCS Magnificent, to Miss Irene Edwards, of Winnipeg.

CPO Douglas W. S. Cooke, HMCS Stadacona, to Miss Sybil M. Hibbert, of Halifax.

PO W. D. Steele, HMCS Sioux, to Miss Elizabeth Waterfall, of Santa Barbara, Calif.

Able Seaman George Sutherland, HMCS Sioux, to Miss Dorothy Morash, of Elderbank, N.S.

AB William McNair, HMCS Queen, to Miss Elizabeth Jean Guthrie, of Moose Jaw.

AB Robert A. Campbell, HMCS Queen, to Miss Joan Lorraine Palmer, of Regina.

AB R. A. Wood, HMCS Sioux, to Miss Shirley Gibbons, of Winnipeg.

Ldg. Sea. J. M. O'Brien, HMCS Sioux, to Miss Wilda Thomas, of Victoria.

AB G. B. Harris, HMCS Sioux, to Miss Connie Hammond, of Victoria.

AB D. O. Peyton, HMCS Sioux, to Miss Shirley Ducker, of North Bartleford, Sask.

AB A. W. Lord, HMCS Sioux, to Miss Joyce Forrest, of Victoria.

Ord. Sea. Charles W. Titford, HMCS Stadacona, to Miss Sylvia Shaler, of Toronto.

Births

To Lieut.-Cdr. M. O. Jones, HMC Naval Radio Station, Coverdale, and Mrs. Jones, a son.

To Lieut. James Butterfield, HMCS Discovery, and Mrs. Butterfield, a daughter, Robin, born May 21; died suddenly May 23; at Kingston.

To CPO W. A. Scudamore, HMCS Sioux and Mrs. Scudamore, a son.

To PO Ralph Heys, HMCS Naden, and Mrs. Heys, a son.

To PO J. A. Dunbar, HMC Naval Radio Station, Churchill, and Mrs. Dunbar, a daughter.

To PO C. J. Pepper, HMC Naval Radio Station, Churchill, and Mrs. Pepper, a daughter.

To PO C. M. Forrester, HMC Naval Radio Station, Churchill, and Mrs. Forrester, a daughter.

To PO J. A. Stryker, HMC Naval Radio Station, Churchill, and Mrs. Stryker, a daughter.

To PO Gordon Lothian, HMC Naval Radio Station, Albro Lake, and Mrs. Lothian, a son.

To PO D. Whitworth, HMCS Sioux, and Mrs. Whitworth, a daughter.

To Ldg. Sea. A. W. L. Bolton, HMC Naval Radio Station, Churchill, and Mrs. Bolton, a son.

To Ldg. Sea. R. C. McBurney, HMC Naval Radio Station, Churchill, and Mrs. McBurney, a daughter.

To Ldg. Sea. T. Sawyer, HMCS Sioux, and Mrs. Sawyer, a son.

To AB Hubert Dinn, HMCS Portage, and Mrs. Dinn, a daughter.

To AB E. Pearson, HMCS Sioux, and Mrs. Pearson, a daughter.

To AB Joseph Savoy, HMCS Portage, and Mrs. Savoy, a son.

To AB Ross Spence, HMCS Wallaceburg, and Mrs. Spence, a daughter.

To AB W. T. Wren, HMCS Sioux, and Mrs. Wren, a daughter.

HMCS Sioux

On the return voyage to Japan, every effort was made to work up the more than 60 per cent of the Sioux's ship's company who had joined in Esquimalt. These efforts were rewarded with a marked improvement in the over-all efficiency by the time the 7,400-mile journey was completed.

Weather was favorable for almost the entire journey. Destroyer life was new to many of those on board, and the gentle motion of the Sioux for the first ten days was a blessing.

The Sioux once more brought favorable comments on her appearance, and in the way she was handled, at every port. It has always been this ship's pride to be known as a "tiddly" ship, and the present crew is maintaining that reputation.

Crossing the International Date line was responsible for CPO James L. Charlton missing his fifth wedding anniversary.

The Sioux wasted no time on passage. So that the schedule laid down could be kept, the ship's speed was increased to 26 knots for the last two days. One night only was spent in Japan prior to the ship proceeding in company with a US carrier and to relieve the "Athabee" on patrol.

It is of interest to note that in this theatre of operations the RCN is on the watch for the RCN, and if the two should meet there could be fireworks. To explain: The *Royal Canadian Navy* is assisting in maintaining a blockade through which ships of the *Republic of China Navy* might try to pass.

The Sioux wasted no time in getting back into the run of things. During one 24-hour period in that first week, she made a lone night patrol up north, sailed back south in the afternoon, buttoned on to a tanker at 1230 for fuel and on completion went alongside the Nootka. A jackstay was passed, over which the Nootka's supply officer was transferred to collect \$30,000 which had been brought out for the Nootka by the Sioux. While the cash was being counted, three men on passage from Canada were sent over to the Nootka, followed by the group photographer, the supply officer then the money.

No sooner had the ships parted and the gear been stowed than it was necessary to rig it once more to receive mail from the Netherlands destroyer Van Galen. When that was completed, the Sioux returned to the comparative quiet of the "Corpen Club" on HMS Glory's screen. — *P.C.B.*

NAVAL DIVISIONS

HMCS Griffon (Port Arthur)

After sitting out the winter in the McKellar River, PTC 711 was got ready early in May for summer service as Griffon's principal training craft on Lake Superior. Personnel from the division pitched in and gave the Fairmile a complete new paint job.

Griffon officers said farewell to Lieut. (S) A. C. Theobalds the end of April. Lieut. Theobalds was one of the first seamen from the Port Arthur division to take reserve training prior to the Second World War and since 1945 had been the division's Supply Officer. New employment in Toronto necessitated his detachment from Griffon.

Other personnel changes at Griffon include the appointment of Lieut. A. J. Byrne, formerly Staff Officer, to HMCS Shearwater and the drafts of CPO Harry E. Brown to HMCS Cayuga and PO Douglas H. Alderson to Naden.

A successful mixed card party, sponsored by the Jill Tars, was held in the CPOs' mess in April. The proceeds went to a memorial fund.

HMCS Prevost (London)

Prevost's Fairmile came out of winter storage at Erieau in May and returned to her summer base at Port Stanley, near London, in preparation for an intensive training schedule.

Officers and men from Prevost played a prominent part in Exercise "Beaver II", June 16 and 17, a tri-service operation in which more than 1,000 Navy, Army and RCAF reservists participated. The Navy's main job was the landing of an entire regiment on the beaches at Erieau, on Lake Erie. — *N.C.*

HMCS Unicorn (Saskatoon)

The commanding officer and officers of Unicorn's wardroom were hosts to many distinguished guests recently when the annual reception was held on the main deck of the division. A canopy in naval colors had been erected, with the ship's twin gun mounting as a backdrop to a well appointed buffet supper. A highlight of the decorations was a miniature Tribal class destroyer carved from tallow in minute detail centering one of the side tables, while the central buffet was built around a submarine carved from ice.

As the guests came on board they were received by the commanding officer, Commander O. K. McClocklin, and Mrs. McClocklin, and the president of the wardroom, Lieut.-Cdr. E. L. Pendlebury and Mrs. Pendlebury. Former commanding officers of Unicorn performed the honors during the supper hour and included Captain H. W. Balfour, Commander C. F. R. Wentz and Commander M. Woods. — *J.B.W.*

HMCS Star (Hamilton)

Platoons from Star and York marched in the Armed Forces Day parade at Niagara Falls, N.Y., leading the Canadian Armed Forces across the Rainbow Bridge and up the streets on the American side of the falls.

The following evening, the ship's company of Star paraded to Central Presbyterian Church, in Hamilton, to mark the observance of Battle of the



For the second year in succession, HMCS Discovery's whaler won the feature event of the May 24 Gorge Regatta at Victoria. Members of the crew from the Vancouver naval division, shown here pulling their way to victory, are, left to right: AB Fred Holland, AB Ted Shale, AB "Link" Tyson, AB Murdock Matheson, Midshipman M. D. Matheson and Sub-Lieut. Jim Sproston. (E-15329).

HMCS Cabot (St. John's)

A summer sports program is under way in the division and softball games have been lined up with teams from the Army, Air Force and several city leagues.

As the Joint Services Bowling League neared the end of its schedule, the team from Cabot still had a firm hold on the first-place spot that has been in the Navy's possession since the start of the season.

Ord. Sea. William Gladney, of Cabot, recently passed the examination for ABSMS and has been advanced to that rating. PO. J. F. Stevens has been lecturing the stokers of the division since his arrival and AB Gladney is his first pupil to be advanced.

Ord. Sea. Lloyd King, of HMCS Revelstoke, was another recent advancement to ABSMS.

Atlantic Sunday. After church the parade marched to the Cenotaph, where a brief ceremony was conducted by Chaplain William Flaherty and a wreath was laid by the commanding officer, Commander G. H. Parke.

Captain G. E. Fardell, RN, Senior Naval Liaison Officer (U.K.), visited Star on May 22. Captain Fardell inspected the ship's company and later addressed the officers.

On Tuesday, May 15, the mobile blood transfusion clinic of the Hamilton Branch of the Red Cross visited Star, where all ranks and rates gave blood donations. Star was the first Reserve unit in the district to give a mass donation.

The chief and petty officers entertained their wives at a dinner in the mess on May 18. Besides the excellent food, the bright feature of the evening was the singing of two Negro spirituals by the Protestant Chaplain, Rev. Callum Thompson. — *C.S.J.L.*

HMCS Donnacona (Montreal)

The ship's company of Donnacona has been making full use of the newly repaired barracks. Judging from the increasing interest that is being shown, it would seem that this tempo will continue through the normally slack summer season.

On April 22 the annual Ypres Day parade was held in the City of Verdun. The entire ship's company turned out for this commemoration and was complimented by the various dignitaries on its smart appearance.

The same week the Ex-Wren Association of Montreal held a very successful reception to raise funds for hospital visiting work. They also had their last meeting of the current year.

May 12 saw the arrival of the French training cruiser Jeanne d'Arc to the port of Montreal for a one-week visit. Many forms of entertainment were planned for officers and men and included parties, dances, smokers, free passes to the various theatres in Montreal and many sports events. Parades and ceremonies were held for public benefit and the comradeship which existed between the two navies was thoroughly demonstrated.

On Battle of the Atlantic Sunday, May 20, the division held a church parade and ceremony at the Cenotaph, followed by a parade, the salute being taken by Commodore Paul Earl RCN(R), Ret'd.

In its edition of Saturday, May 12, The Montreal Gazette devoted a full page to an article and pictures heralding the completion of Donnacona's "refit." The article, by Military Editor Bruce Croll, sketched the history of the division, described its present facilities and defined its mission in Canada's defence program. — R.F.D.S.

HMCS Montcalm (Quebec City)

Ldg. Sea. J. R. Faguy was elected president of the seamen's canteen at a meeting held on May 14. Others elected were: 1st vice-president, AB J. W. D. Pelchat; 2nd vice-president, AB J. G. A. Boivin, and secretary-treasurer, AB A. F. O'Connor.

A large crowd attended the ship's dance held on May 12. Lieut. Will Brodrique and his musicians supplied the music free of charge. The revenue from the dance will be applied to a picnic to be held at a later date.

On Sunday, May 20, a special service was held in observance of Battle of the Atlantic Sunday, members of the division and former naval personnel gathering to pay tribute to those who lost their lives in the war at sea.

Montcalm is planning to enter a team in the Great Lakes Naval Regatta and candidates have begun practicing for the September event.

PO Bill Sullivan recently joined the division's staff from Stadacona. — S.P.

Naval Writer Shines in Shorthand Contest

Thirteenth place in a field of some 30,000 to 40,000 contestants was the achievement of Petty Officer John W. Shinnan, of Vancouver and Victoria, an administrative writer serving in HMCS Naden, when he entered a shorthand writing contest known as the Order of Gregg Artists.

PO Shinnan was a Gregg shorthand student at the Supply School in Naden when he entered the OGA contest in the students' division. The contest is designed to test the accuracy and fluency of shorthand artists throughout the world and is sponsored by the editors of the magazine, "Today's Secretary."

HMCS Brunswick (Saint John)

HMCS Llewellyn made her first cruise as tender to Brunswick, May 12. Under the command of Lieut.-Cdr. John A. MacKinnon, Brunswick's executive officer, she crossed the Bay of Fundy from Saint John to Digby, returning after a short stay. Several officers and men from the division made the trip and for many it was their first spell of seetime since the war. Lieut.-Cdr. Roger J. Mann, the Llewellyn's regular skipper, was on leave when the trip was made. Many more cruises are planned this summer on the Saint John river and surrounding waters. — R.S.M.

HMCS Chippawa (Winnipeg)

Chippawa turned out a smart guard May 20 for Battle of Atlantic Sunday ceremonies at the Cenotaph. Captain Conan Frayer, RCN(R), Ret'd, laid a wreath on behalf of the Naval Service.

Captain A. G. Boulton, Director of Naval Reserves, paid his first official visit to Chippawa May 21. On the same evening Lieut.-Cdr. W. G. Brockie rounded out an intensive month of Sea Cadet activity when he inspected the Brandon corps.

One of the most successful social activities of the month was a cabaret sponsored by reserve officers' wives. A capacity crowd attended.

The permanent staff of Chippawa made a notable contribution to the Red Cross Blood Bank when all hands lined up to donate blood May 3 and 4.

Lieut.-Cdr. G. M. Rooke, Chippawa's staff officer, addressed a large audience of graduating students at Brandon Collegiate on "The Navy as a Career".



A flower garden carefully planted and tended by the staff will brighten the appearance of the communications centre at Shearwater this summer. Here Ldg. Sea. William Degen and AB Earl Exlay dig the garden in preparation for seeding. Next there should be a photo showing the results of their efforts. (DNS-5175).

Esquimalt Dockyard Staffs Donate Blood

Two hundred dockyard workers and civil servants at HMC Dockyard, Esquimalt, donated blood during a one-day clinic in April to replenish badly depleted Red Cross blood plasma stocks.

While the clinic was principally for civilian staffs at the dockyard, many sailors also went in to give blood.

Recent visitors to Chippawa included Commanders E. F. B. Watt, of Naval Headquarters, and G. M. Wadds, Officer-in-Charge of HMC Gunnery School, Halifax.

The annual meeting of the Naval Officers' Association was held on board in mid-May. A new slate of officers was elected and a constitution adopted. — *L. B. McI.*

HMCS Nonsuch (Edmonton)

Besides the presentation of prizes and other awards that took place at the commanding officer's annual inspection at HMCS Nonsuch, April 30, there was a presentation of a different sort.

The division received a new and prized addition to the ship's company in the form of a large white bulldog, whose full name is Lord Hampshire but who answers better to "Tuffy." The dog was presented by Mr. R. P. Malone, an Edmonton citizen, and was received by the Staff Officer, Lieut. Fred Short.

"Tuffy" wasted no time in making rounds of the establishment and in snorting his satisfaction with what he encountered.

"Chief" Phones Halifax Home from Japan

When the telephone rang in the home of Mrs. J. E. O'Leary, of Halifax, on May 15, it was no ordinary call. On the other end of the line was her husband, CPO J. E. O'Leary, phoning from a UN naval base in South Japan.

It was the first time in six months that Mrs. O'Leary had heard the voice of her husband, who is serving on board the Nootka in the Korean theatre. It was only a three-minute call but the O'Learys made the most of it. The "Chief" talked to his wife, his three-year-old daughter Juliana and his one-year-old son Jimmy.

Little Jimmy was somewhat overwhelmed by the event. He muffed his oft-rehearsed "da da," despite repeated coaxings by "da da", some 8,000 miles away in Japan.

HMCS Malahat (Victoria)

Following a series of week-end trips to various Canadian and American ports, the division is preparing for the "long cruise" of the summer, a two-week voyage to Santa Barbara, Calif., by Malahat's training tender, the Sault Ste. Marie. The maximum number of men, midshipmen and junior officers will be embarked for this trip.

On May 24, both the reserve and RCN crews were aboard the Sault Ste. Marie for open house to the public. Hundreds of Victorians were ushered through the ship. This, along with the entry of two whaler crews in the Gorge Regatta, made it a pretty full day.

These same Gorge waters were used by the earliest Canadian reservists, formed in May 1913 but not recognized until July 9 of the following year. The Royal Naval Canadian Volunteers of Victoria, as they were known, used the whalers from HMCS Rainbow for training and for racing.

There are still a few of these pioneers of the Naval Reserve around and, along with the throngs of other excited Victorians, they lined the banks of the Gorge to cheer on the Malahat crews.

A mobile recruiting unit from the division toured Vancouver Island April 16 to 28 and enjoyed excellent results. Members of the team were Lieut. A. G. Bird, CPO W. C. Burch and PO D. H. McAlpine. — *A.J.C.*

HMCS Queen (Regina)

Among recent social events at HMCS Queen was a farmers' box social staged by the chief and petty officers' mess. A large number of guests spent an enjoyable evening.

A good turnout for the Battle of the Atlantic Sunday church parade heard Commander W. W. Spicer, commanding officer, read the scripture lesson at Regina's First Presbyterian church, following which Rev. Norman D. Kennedy spoke on aspects of citizenship.

Extensive renovations have transformed Queen's wardroom into much larger quarters. New decking and plywood bulkheads helped the transformation. Plans were made for the division's first mess dinner.

The buildings and equipment at Queen were inspected by Captain A. G. Boulton, Director of Naval Reserves, during his recent trip through Western Canada. — *C.E.B.*

GUNNERY SCHOOL 'GOES AIRBORNE'

Commander D. G. King, Chief of Staff to the Flag Officer Pacific Coast, and Commander G. M. Wadds, Officer-in-Charge of HMC Gunnery School, Halifax, were among the 18 senior officers of the three services who attended a Land/Air Warfare course at the Canadian Joint Air Training Centre, Rivers Manitoba, in May. The course provided instruction in the planning aspect of air support in land, amphibious and airborne operations. Allied subjects, such as photographic interpretation, were also covered.

Although parachute training does not come within the scope of the Land/Air Warfare course, Commander Wadds and one officer from each of the other two services asked if they might "take the leap" from the training tower. This was arranged and, in the photograph below, Commander Wadds may be seen a split second after he jumped.



In view of their "exceptional tenacity and devotion to duty," it was decided that these officers should be invested with some badge or symbol which forever would be proof of their achievement. At a closing mess dinner, Commander Wadds, Colonel Purves and Wing Commander Ashdown were presented by Group Captain P. A. Gilchrist, Commandant of the centre, with special "wings" — cardboard facsimiles each bearing the name of the recipient.



The Navy Plays



PO Al Bonner Wins Admiral Jones Shield

Petty Officer Albert Bonner, of Halifax and Saint John, became the fifth winner of the Vice-Admiral G. C. Jones Memorial Shield when he received the prized award at a ceremony on the parade ground at HMCS Stadacona May 11. Commodore A. M. Hope, Commodore of the RCN Barracks, made the presentation before the assembled ship's company.

The shield is awarded annually to the man serving in the Atlantic Command who best combines ability, character and sportsmanship.

PO Bonner, recently drafted to the Magnificent, won the shield for his work in connection with sports activity in the Communications School. He coached, organized and performed on Comschool teams in several sports, including basketball, water polo, softball and track and field.

His teams won the inter-part water polo championship, were runners-up in basketball and still hold the inter-part track and field title they won in 1949. He was also one of the principal organizers of the weekly sports meets held by the school.

(PO Bonner was The "Crownsnest's" first Man of the Month, appearing in the November 1948 issue as the nominee of HMCS Nootka).

Pitchers Star as Navy Paces Victoria League

With a "powerhouse" pitching staff, the RCN entry in the Victoria Senior "B" Softball League got off to a flying start with three straight victories that gave the tars undisputed possession of first place. The team scored an exhibition game victory as well.

In their first league contest, Navy defeated Esquimalt AA 12-0 behind the one-hit pitching of PO George Kinch. Kinch struck out 12 and aided his own cause with a home run. His battery-mate, AB H. Shore, collected two hits, as did CPO Vic Dovey.

The next game resulted in a 4-3 triumph over Civil Service. Lieut.-Cdr. Joe Connor was the winning pitcher and CPO Reg Rimmer provided the power at the plate, collecting three of the team's six hits.

Padre Ivan Edwards was on the mound for the third league contest, in which Navy defeated B. C. Forest Products 9-2. Padre Edwards received great support in the field, with Ord. Sea. F. Cousins particularly outstanding.

CPOs, Supply School Tie in Naden Sports

HMCS Naden's 1950-51 sports program concluded with the Chief Petty Officers and Supply School tied for the Cock of the Barracks trophy. Both teams finished with an aggregate of 53 points.

Supply School was in the lead throughout almost the whole season, with the CPOs doggedly holding on to the second berth. The Chiefs began to show increasing confidence as the soccer season drew closer and, as it turned out, this assurance was well founded, for they produced a team



PO Albert Bonner receives the Vice-Admiral Jones Memorial Shield from Commodore A. M. Hope at a ceremony on the parade square at Stadacona. The shield is awarded annually to the athlete in the Atlantic Command who has best combined sportsmanship, character and ability. (HS-14443).

which made a clean sweep of its inter-part soccer matches.

The CPOs' team gave the impression of an "oldtimers" reunion of the "Victoria Famous" RCN soccer team of pre-war days. Still distinguishable from their photographs of the '30s were CPOs Bob Murray, Alex Ross, Eddie Decosta, Vic Dovey and "Ab" March. Other members of the team, and hardly in the youngster class, either, were CPOs Bert Nelson, Jack Waldron, Fred Jones, J. Munroe, D. Malin, S. Rigby and R. Noon. — J.S.

Shearwater Gridders Hold Spring Workout

Determined to go all the way in its bid for the 1951 Halifax championship, the Shearwater football team held a strenuous spring training session at the air station.

A meeting of the club was held on May 4 to elect coaches, managers, trainers and other officials. It was decided to defer the election of president and secretary-treasurer until after the leave period.

Those elected were: Publicity, Lieut.-Cdr. R. I. Goddard; publicity assistant, Mr. T. Martin; manager (seniors), Cdr. (S) D. K. Graham; manager (juniors), CPO J. M. Dunn; coach (seniors), PO John Sawatsky; coach (juniors), Commissioned Airman Vincent Greco; waterboys, "Red" Dunn and Allan Bilney.

Sports Addicts Active at HMCS Cornwallis

The recent 2-1 victory of the Officers over the Divisional Officers for the base volleyball title rang down the curtain on indoor sports at Cornwallis. Previous to this, Restigouche Division had walked off the floor with the spring basketball laurels, defeating Athabaskan Division 19-18 in the final.

Baseball and softball leagues are underway and a good calibre of ball is being displayed. The establishment is represented in the Central Valley Baseball League, which opened its season May 24. The team is being managed by Commissioned Bos'n R. J. A. MacIntyre. CPO J. Ross

and CPO Morton Keeler are manager and coach, respectively, of the softball squad.

Soccer has started and, renewing their traditional rivalry, the Officers and Chief and Petty Officers battled to a 2-all tie to open the season.

Tennis and golf are also under way and a large number of naval divot-diggers have been carving their way around the beautiful Digby Pines layout.

Much interest has been shown in the newly formed Tri-Service Sports League and the Cornwallis teams and supporters are looking forward to a good season of games away and at home.

Track and field enthusiasts are working out under AB Fred Eggleton in anticipation of the opening meet.

Inter-Service Leagues Revived in Maritimes

The Atlantic Command has three new features in its warm-weather sports program this summer.

Sculling (aquatic, that is) has been revived by Lieut. Bob McNulty and he is training an eight-man shell to enter the Navy's colors in various boat races this summer.

Lieut. Bob Greene, Command P. and R. T. Officer, has revived the popular wartime Maritime Inter-Service Soccer and Softball Leagues. Competing in the softball circuit are HMC Ships Stadacona, Shearwater and Cornwallis and the RCAF Stations at Greenwood, N.S., Summerside, P.E.I., and Chatham and Moncton, N.B. The soccer league has the same entries except for the New Brunswick RCAF stations.

Armdale Yacht Club Cops Fraser-Harris Trophy

Fourteen naval ships and establishments and entries from the Royal Nova Scotia Yacht Squadron were edged by the Armdale Yacht Club May 19 for possession of the Fraser-Harris Trophy in the annual races in Halifax harbor.

The Armdales got the highest combined score in both the dinghy and whaler classes to capture the award for the first time. HMCS La Hulloise was second and HMCS Crescent third. The Shearwater Yacht Club sponsored the races.

Commodore Arthur Meagher sailed the Armdale whaler entry across the line after coming from behind to take a lead of almost five minutes over the La Hulloise boat. Captain E. W. Finch-Noyes, commanding officer of Shearwater, was in the crew of the Armdale whaler.



A trophy and a three-decker cake went to Ottawa Division for scoring the most points in the recent cross-country race at Cornwallis in which 1,400 runners competed. Receiving the trophy from Captain A. P. Musgrave is Ord. Sea. Robert J. Russell, of Saskatoon, captain of the winning team. In the front row of the onlookers are, right to left: Ord. Sea. Albert Simmons, Victoria, and Royal E. Thomas, Chatham, Ont.; AB Earl Eisan, Halifax, and Ord. Sea. William Stohl, Saskatoon; Jean Claude Salman, Montreal; Douglas Hammond, London, Ont., and Llewellyn Kennedy, Cornerbrook, Nfld. Inset is Ord. Sea. Thomas Knight, of Curling, Nfld., who was the individual winner. (DB-1055-6 and 1055-7).

Lieut. (P) John P. Fisher drove the Crescent's dinghy into third place ahead of the Shearwater entry.

The Fraser-Harris Trophy, won last year by Shearwater, was presented to Commodore Meagher by Mrs. A. B. Fraser-Harris at a ceremony following the races.

Regulating Staff Wins Bowling League Playoff

Winding up the bowling season in HMCS Stadacona, the Regulating Staff defeated Sub Depot 3170 to 3140 May 9 to win the Naval Service Mixed Bowling League championship. Dockyard Communications had ended regular play on top but were crowded out, along with three other teams, in the playoffs.

Closure of the league was celebrated by prize bowling, followed by a social evening May 30 in the chief and petty officers' mess in Stadacona. The men's high average prize went to AB John Manly of Electrical "B," with 205, and the ladies' high average was won by Mrs. Joe Ball of the Regulators' team, with 183.

This was the second year of operation for the league, whose membership totalled about 100.

Padre Skippers Boat to Sailing Victory

The RCN Yacht Club (West Coast) opened the season with a series of five Snipe class races in Esquimalt Harbor to determine the winner of the Admiral's Trophy, donated last year by Rear-Admiral W. B. Creery.

The series was won by Chaplain (P) G. L. Gillard, sailing his boat "Promise," which managed to beat the "Vega," a new Snipe built last winter by Lieut. W. H. LaNauze. Eight boats participated and competition among them was keen. There were several capsizings in the harbor during these races but they did not dampen the ardor of the competitors in any way.

For several of the skippers this was the first season of racing, as some of the boats had changed hands during the winter. Lieut.-Cdr. J. D. McCormick and Sub-Lieut. (S) R. Leckie are among the new boat owners.

The Admiral's Trophy series was designed to enable the boat owners to get their craft in racing trim prior to combining with the Royal Victoria Yacht Club for the regular racing season in Cadboro Bay.

Among other activities of the RCN Yacht Club was the launching of the third sailorette, the "Red Start," to be skippered this year by Lieut.-Cdr. E. M. Chadwick.

A sailorette, the "White Swan" (Chaplain Gillard), placed third out of an entry of nine "C" class auxiliary cruisers in the first race of the Royal Victoria Yacht Club. She was the smallest entry in the race.

The final standing for the Admiral's Trophy was as follows:

- 1, Promise (Chaplain Gillard);
- 2, Vega (Lieut. LaNauze);
- 3, Rough Rider (CPO D. H. Nelson);
- 4, Stormy Petrel (Sub-Lieut. Leckie);
- 5, Nova (Lieut.-Cdr. (S) P. H. Sinclair);
- 6, Domo (Lieut. H. Moist);
- 7, Babe (Lieut.-Cdr. McCormick);
- 8, Simone (Miss Louise and Miss Mary Jane Miles).

dore. Lieut. F. Henshaw, PO D. Shaw and Miss F. Ronayne are members of the entertainment committee.

On the afternoon of Saturday, May 19, Shearwater was host to the first regatta of the summer. Sailing first in dinghies and then in whalers, 14 crews of servicemen and civilians started from the Eastern Passage base and sailed the harbor course to compete for the Fraser-Harris trophy. Among the visitors were teams from Stadacona, the Armdale Yacht Club, the Royal Nova Scotia Yacht Squadron, the Royal Navy Sailing Association, Magnificent, Canflagant, Scotian, La Hulloise, HM Submarine Thule, Wallaceburg and Micmac.

Shearwater members are proud of their 50 square meter sloop, the Tuna, and have entered her in the

Fielding a strong team drawn from permanent and reserve force members of the division, the blue-shirts won their first tilt 12 to 11, playing against a Regina dairy team. Then they vanquished a strong entry sponsored by a manufacturing concern 12 to 8. Consensus among the teams, which have been formed by Regina business houses and concerns, is that the Navy will be hard to beat.

Members of the team are: PO D. C. Graham, PO S. A. Morrisson, Ldg. Sea. C. R. Wade, Ldg. Sea. E. A. Cameron, Ldg. Sea. J. S. Kuchle, AB H. Platana, AB A. A. Duggan, AB W. M. McNair, AB E. Dunnison, Ord. Sea. W. H. Stovin, Ord. Sea. C. L. Lowey and Ord. Sea. K. M. Picot. Team officials are CPO Les Paige and John Ziegler.

Comschool Classes Compete on Diamond

An inter-class softball league, with ten teams entered, has been organized in the Communications School at Halifax. Scores of early games looked more like basketball results but an improved brand of play is expected as muscles loosen up and throwing arms find the range.

The school also has a team in the Stadacona inter-part league. PO Jack Mooney, formerly a star performer with Aldergrove Radio Station, on the West Coast, is captain.

Comschool personnel were justly proud when PO Albert Bonner, until recently a member of the school's staff, received the Vice-Admiral Jones Memorial Shield at Divisions May 12.

Star, Prevost Staffs Split Softball Series

The permanent staffs of HMCS Star, Hamilton, and HMCS Prevost, London, broke even in a home and softball series. Star won the first game, played in Hamilton, 26-6, and Prevost won the second at London, 15-9.

Queen Charlotte Wins Garrison Rifle Trophy

For the second time in three years, HMCS Queen Charlotte won the Charlottetown Garrison Rifle League championship, the officers' team from the naval division defeating the PEI Regiment officers in a closely contested shoot-off at the Queen Charlotte range. The winners finished on top by a three-point margin.

Prizes were presented May 4. The Challenge Trophy and the W. W. Wellner Plaque went to the winning navy team and individual members



The Shearwater Yacht Club got off to an early, flying start this season, holding the first of a series of Saturday and Wednesday races on April 18. Members of the air station club are shown checking their craft and running gear prior to a race. (DNS-5273).

Shearwater Club Holds Twice-Weekly Races

Away to an early start this year was the Shearwater Yacht Club, whose members began a series of twice weekly eliminations on April 18. The Wednesday and Saturday races will continue until the end of the summer, when the winners will meet in the finals for the club championship.

Commodore of the club is Lieut. (E) G. H. F. Poole-Warren, an authority on sailing and a member of the Institute of Naval Architects of Great Britain. Other officers are Lieut. R. L. McKay, vice commodore; Lieut. D. J. Fisher, secretary-treasurer, and CPO James Webb, rear commo-

Marblehead to Halifax race, which starts July 16. As the Grilse, her sister-ship, led the Canadian entries in the race two years ago, the crew has high hopes for the Tuna this summer. Skipper of her is Lieut. Poole-Warren, with Lieut. R. L. McKay, Lieut. F. Henshaw, CPO Webb and PO R. E. Geale, as crew.

Queen Team Victorious in Softball Openers

HMCS Queen, by winning its first two games, has served notice to the Regina Independent Softball League that the Navy means business as far as the 10-team loop is concerned.

received silver ash trays. They were Captain J. J. Connolly, Lieut. J. M. Richards, Lieut. W. Brennan, Lieut. J. M. MacDonald, Lieut. R. LeClair and Cadet J. E. MacRae.

CPO S. G. Bowles, who was runner-up for high individual average throughout the regular season, received a silver spoon.

Donnacona Softball Teams Complete Indoor Season

HMCS Donnacona had two teams entered in the Montreal Military (indoor) Softball League during the recently completed season. Members of the officers' team were: Commander P. A. Langlois, Commander G. St. A. Mongenais, Lieut. W. Bulani, Lieut. J. McDougall and Sub-Lieutenants B. Saper, B. MacDougall, N. Ross, Ron King and D'Arcy Quinn.

A seamen's team consisted of CPO Bruce Mader, PO Yvon Tremblay, PO Jack Bates, Ldg. Sea. Eric Brimple, Ldg. Sea. Ron Bates, and Able Seamen Bill Croll, Bill Copping, Jack Laird and Bill Murphy.

PO Trepanier Heads N.S. Swimming Body

Petty Officer Albert Trepanier, a physical training instructor at HMCS Stadacona, was re-elected president of the Nova Scotia Amateur Swimming Association at the annual meeting May 3 in the Stadacona gymnasium.

J. H. Trapnell of the Waegwoltic Club, Halifax, was elected vice-president and Sub-Lieut. (S) Jim Gawley, secretary-treasurer.



CPO Stanley Bowles, a mainstay of the permanent staff at HMCS Queen Charlotte, is also one of the Island's top marksmen. In competition in the Charlottetown Garrison Rifle League, he wound up the season just past with the second highest individual average. A veteran of 21 years' naval service, CPO Bowles recently signed on for another five. (HS-13749).



Experience and teamwork excelled over speed and zeal when the Chief and Petty Officer's team drove through to the championship of the inter-part hockey league at Cornwallis. Members of the team were, left to right: CPO John Ross, coach; PO Roger Gravelle, CPO Milton Keseluk, Sgt. T. Batten, CPO Reginald Skinner, CPO Morton Keeler, PO Robert Lawson, PO Roderick MacIntyre, Sgt. V. Bleckmore, CPO John Lawrence, PO Joseph Lepage and PO Sidney Keast. (DB-1046-1).

PO Trepanier said it was hoped this year to affiliate all schools in the province with the association, with the ultimate goal being to develop swimmers of Olympic calibre in Nova Scotia.

Prizes won at the recent provincial swimming meet were presented at the end of May at a ceremony in the Wanderers' Athletic Club, Halifax.

Supply Department Tops Shearwater Sports Standings

The winter sports program at HMCS Shearwater concluded in May with the Supply Department in first place in the point standing, having nosed out the Engineers by two points in the final week of competition. The "Plumbers" had held the lead up until then.

Team winners and their point totals in the various sports were: Table tennis, Engineers, 61; bowling, 826 Squadron, 39; volleyball, SNAM, 32; basketball, SNAM, 14. SNAM had been tied for first place in basketball with No. 1 TAG and 31 SAG but won out in a three-game playoff.

Navy Officer Wins Victoria Squash Title

Lieut.-Cdr. John McCormick, of New Glasgow, N.S., Pacific Command P. and R.T. Officer, won fresh squash racquets honors when he captured the Victoria open singles championship by defeating Lieut. (S) Kevin Power, of Montreal, 15-4, 15-9, 15-1 in the final.

Earlier in the season Lieut.-Cdr. McCormick won the California State "C" class title and was runner-up for the Pacific Coast and B.C. Open championships.

EAST COAST DRIVES RAISE CHARITY FUNDS

HMC Dockyard

With all campaigns lumped in the one drive, civilian and naval personnel in HMC Dockyard, Halifax, donated \$2,223 to go toward charitable purposes this year.

For the first time, the various campaigns were combined in a single effort. The result was a greater total collected than in other years, a fairer distribution of funds and less time and labor involved in canvassing.

A committee representing both management and employee organizations is in charge of distributing the funds.

Atlantic Command

Naval personnel in the Atlantic Command contributed, through their mess and ships' funds, a total of \$1,092.96 for charities in the Halifax area in 1950-51. This was an increase over the previous year's total and enabled the RCN Central Charities Fund to increase contributions to various organizations by five per cent.

President of the RCN Central Charities Fund is Commodore A. M. Hope. Other members are Captain (S) R. A. Wright and Lieut. (S) F. C. Bingham, secretary-treasurer.

MICMAC vs. 'MAGGIE'

When It Comes to Nocturnal Raids, Destroyer Proves Match for Carrier

APPARENTLY the "battle of the century" is being waged between HMCS Magnificent and her plane guard, HMCS Micmac, when flying stations secure for the day.

While anchored for the night in St. Margaret's Bay or elsewhere along the coast during the course of flying training periods in East Coast waters, the two ships have engaged in a private war, the results of which have been pretty well even, despite the disparity in size and strength.

Contested, of course, in the spirit of good, clean fun, the battle has aroused the two ships' companies to a high competitive pitch. One crew member of the Micmac, PO Brian Moss, even went so far as to describe one of the nocturnal raids in heroic verse.

On board the Magnificent, the ship's newspaper, "The Maginews," has published running accounts of the "war" in front-line dispatches.

Two of these reports and PO Moss's poem are reprinted below.

"REPEL BOARDERS"

F - L - A - S - H

WITH THE FLEET IN ST. MARGARET'S BAY, 18 May — One of Micmac's boats made diversionary passes off Maggie's port side and her whaler sneaked alongside and shackled a smoke float on the starboard bower cable last night while the ships were anchored here.

The assault caught lookouts napping and made off before fire hoses could be brought into play.

An attempt to counter-attack by the Master at Arms and the Flight Deck Chief failed when their rubber dinghy became awash enroute to the destroyer during the middle watch.

This bulletin was inserted at the "Maginews" deadline this morning over an account of a previous raid on Micmacs by Magnificents Wednesday night.

The battle scores stand at one apiece. — Watch for further developments.

★ ★ ★

THE BATTLE OF ST. MARGARET'S BAY

On a dark and rainy night in the merry month of May,
Two ships were laid at anchor in old St. Margaret's Bay,
Now one, she was a big ship with a thousand crew or more,
But the other was a little ship, with seamanlike ten score.
They'd sailed around together for many a peaceful year,
With the Big'un always out in front and the Small'un in the rear.

Now Big'un thought, "I'm very strong so Small'un I'll outsmart,"
Little dreaming Small'un would upset the applectart.
They painted up the Small'un and her cutter they did steal,
Then back aboard the culprits fled to shoot the breeze and spiel,
The deed was soon discovered and the battle had begun,
So all the brains were gathered to see what should be done.

The Small'un's crew were mustered and in them was no fear,
They'd put the Small'un out it front and Big'un in the rear.
Their ammo was some ancient eggs and slightly disused spuds,
Their battledress was dungarees and other hardy duds;
Around the hour of midnight, when all should be asleep,
Two boats were deftly lowered and cross the Bay did creep.

With the cutter as a decoy the whaler made its way,
Cosy to the Big'un, a smoke float there to lay.
With the whaler undiscovered, the cutter made attacks,
Which caused the Big'un's crewmen to nip smartly from their sacks.
Spuds and eggs flew through the air, to meet with angry shouts,
And someone from the flight deck cried, "Come on you (censored) louts."

Now this enraged the Small'uns so with smoke puffs they replied,
Just then the float was lighted—and the Big'un almost fried.
The smoke was something wicked but above the coughs and chokes
Someone was heard to holler, "Who's out front now with jokes?"

The moral of this story is: *If you're a big ship rate,
Don't fool around with Small'un's — or you'll seal your smoky fate.*



The "Maggie" and the Micmac are not the only East Coast ships to engage in clandestine raids on one another. While the La Hullose, Crescent, Swansea and Wallaceburg were working, up in company, competition engendered during daytime exercises was carried on during the "silent hours" in the St. Margaret's Bay anchorage.

The Swansea proved most adept at after-dark operations and captured several interesting trophies. Among them was the one pictured above, which was later returned to the rightful owner with a plaque affixed to the bottom, saying;

PRESENTED BY HMCS SWANSEA
MAY 1951

A new style of boot-topping was introduced on Wednesday night, and it was one job that didn't require the duty hands.

In the still of the night, a motor cutter stealthily left the Magnificent, bound on a goodwill mission. It carried a taut, determined company of men, armed with (yep!) fire bucket red paint.

The boats proceeded around George's Island (boats "proceed" always) and then cut engines; both cutter and attendant dinghy from there on paddled toward our neighbor on phase one of Operation Boot-top.

There was a twitchy moment when Shearwater's duty-boat nearly ran down the dinghy, but both of Maggie's boats remained unobserved and paddled alongside the Micmac.

No reception committee appearing, Maggie's diplomats set to work with pot and brush and transformed "214" into an advertisement for "Club 21" on the starboard side, while a large calling card — "We stand on Guard" — was painted on the other side.

Exterior decorating got rather dull, and the party had not been invited aboard, so they packed up their tents and set out for some well earned sack-time, filching the Micmac's motor cutter for good measure.

A worried signal to Dockyard from Micmac reported loss of the motor cutter and inspection of the hull told of the surprise visit. A counter-attack followed in a yardcraft removed from the dockyard. The return visit was welcomed by a full fire-hose treatment, but the Indians managed to regain their boat, and left their trademark on the Magnificent's port side.

NO MORE FREE-LOADERS

*Canine World Stunned
As Naval Barracks
Bars Its Gates*

A DOG'S life isn't what it used to be around HMCS Stadacona.

Time was when a pooch could make himself a nice comfortable home at the RCN's east coast training establishment. When things got tough — no kennel or battered dinner dish to call his own and the city dogcatcher hot on his trail — a canine waif just headed for any one of the four gates leading into the naval barracks. Then came some high calibre pantomime — friendly tail waggings accompanied by a fittingly forlorn look aimed at the sentry on duty. This was usually a sure-fire way to get a ticket into the establishment.

Once inside, it was easy. A sailor likes a dog, and judging from the assortment of canines around the Electrical School and the Mechanical Training Establishment, the dog's best friend in the Navy was an electrician or a stoker mechanic.

In earlier days, before there was a hall porter, Admiralty House, too, was a favorite haunt and it was not unusual to find one or more dogs lounging in the lobby and the ward-room. They were generally very large and very dirty and they made themselves at home with all the savoir faire of a charter member of the officers' mess.

Life was good. There were comfortable "digs", three squares a day, and no work, lineage went unquestioned and there was lots of attention. But it was just too good to last. Pretty soon the word got around, it seems, and every stray dog within barking distance of Stadacona tried to muscle into the act.

A count carried out one day in mid-April showed there were no less than 24 unregistered guests at various schools and establishments in Stadacona. At almost every turn there was a friendly dog — some small, some large, some black, some white, others multi-colored, all wagging a vigorous greeting to each passerby. Some even bounded uninhibited into classrooms, disrupting lectures and demonstrations.

That's when Commander J. C. Littler, executive officer of the barracks, decided things had gone far enough. With some reluctance, he issued this tongue-in-cheek order:

"Gate sentries must take an attitude of non-co-operation toward dogs attempt-

ing to establish residence within the barracks, particularly since these uninvited guests may be taken to the city pound to be destroyed in the near future. If sentries will show dogs who seek entry that their presence on board is undesirable, they will be performing a friendly and humane act".

With equal reluctance, the sentries adopted the required attitude, staunchly refusing admittance to all newcomers. And just to prove the Navy meant business, a group of tars herded together all the dogs they could muster and shooed them out of the barracks.

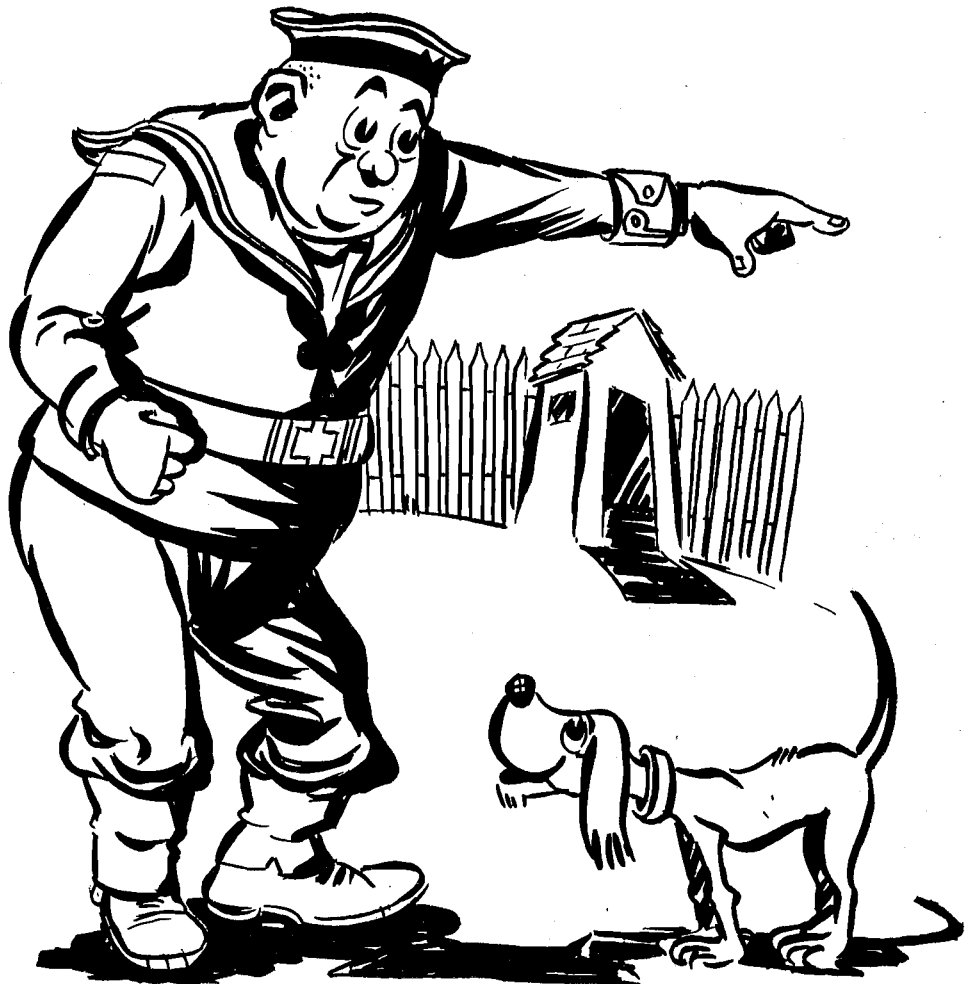
But some die-hards, thinking perhaps that the Navy would soon forget about the order, slowly trickled back a few days later for a quick survey of the situation. They sat outside the gates, gazing wistfully inside, probably remembering the palmier days before the age of "non-co-operation".

Maritime Museum Has Many Visitors

In its first two years of existence, 7,163 names have been entered in the visitors' log of the Maritime Museum in HMC Dockyard, Halifax, according to Commissionaire A. H. Grant, museum guard. Established through voluntary contributions, this repository of naval lore was first opened to the public on March 23, 1949.

Heading the list of names are those of August L. Macdonald, Premier of Nova Scotia and wartime Minister of National Defence for the Navy, and Professor D. C. Harvie, Nova Scotia Archivist. The small building, near Jetty 4 in HMC Dockyard, has been a feature attraction whenever the public has been allowed to enter the dockyard on open house occasions. Actually, there have been more than 9,000 visitors, according to Commissionaire Grant, because during Navy Week celebrations in 1949 the little museum was so packed that many could not register.

The museum is administered by a committee under the chairmanship of Commodore A. M. Hope and is constantly adding to its collection of naval historical items.



BENEVOLENT FUND INVESTMENTS EXPLAINED

Why are all the assets of the Canadian Naval Service Benevolent Trust Fund invested in Dominion of Canada Bonds?

That is a question that has been heard many times during the last few years, with common stock prices rising and preferred stock and provincial, municipal and industrial companies' bonds yielding higher interest returns. In the opinion of the Directors, Dominion of Canada bonds are the only suitable investment for such a Trust Fund, as briefly explained below.

The duty of the Directors, in this connection, is to gather into the Trust all money available and hold it safe until it is needed, in order to relieve distress and promote the well being of naval personnel and their dependents, both while serving and after discharge, and to be sure that in times of depression cash is immediately available, for that is when it will be most needed.

The surest way to do this would be to keep all monies in a savings account where it would earn interest at about 1½ per cent and, of course, be available at all times. The Directors, however, believe that without limiting the availability of the monies, a higher rate of interest can be safely earned by investing in Dominion of Canada bonds of various due dates so that bonds are coming due almost every year and the money is there to be used, if needed, or re-invested.

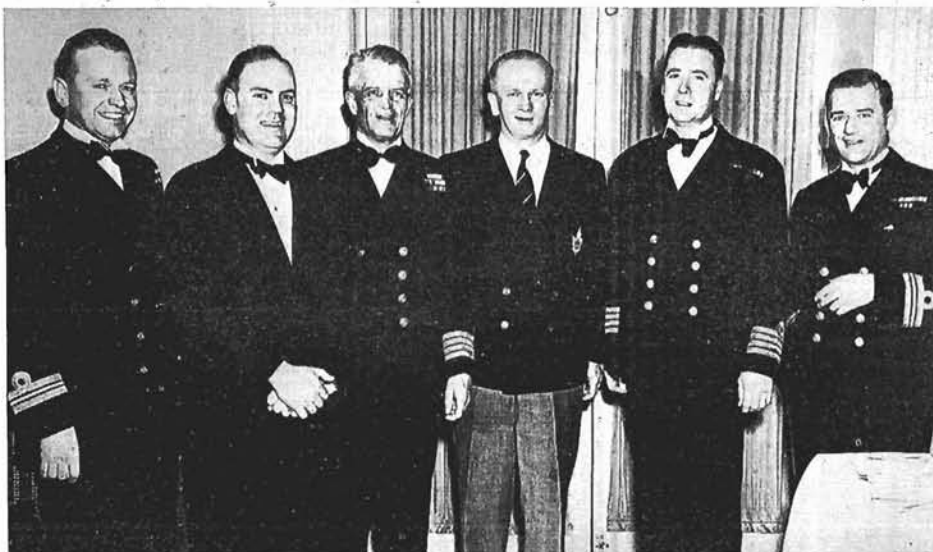
It is possible that more interest can be earned in provincial, municipal or industrial bonds and preferred stocks, and that the capital could be increased by investment in selected common stocks. But would it always be available — and would the Directors always be certain of selecting only those securities that yielded more and lost nothing?

This question can be debated at great length but the Directors of the Canadian Naval Service Benevolent Trust Fund feel that no risks can be taken with the money entrusted to their administration, even if larger returns from other types of investment may, at times, appear reasonably possible.

This is their idea of their trust.

G. L. STEPHENS,

*Engineer Rear-Admiral, RCN, Ret'd.,
President Canadian Naval Service
Benevolent Trust Fund.*



Naval officers from three Maritime provinces met in Saint John May 12 on the occasion of the annual reunion dinner of the Naval Officers' Association, Brunswick Branch. Among those present at the function were, left to right: Lieut.-Cdr. George F. O'Connell, RCN(R), president of the branch; Willard MacKenzie, Halifax, retiring vice-president of the Dominion Council of the Naval Officers' Association of Canada; Captain A. P. Musgrave, commanding officer of HMCS Cornwallis, who was guest speaker; Captain J. J. Connolly, RCN(R), commanding officer of HMCS Queen Charlotte; Captain C. H. Bonnycastle, RCN(R), commanding officer of HMCS Brunswick, and Lieut.-Cdr. John A. MacKinnon, RCN(R), executive officer of Brunswick.

ANNUAL DINNER HELD BY BRUNSWICKER NOAC

More than 50 members and guests, including representatives from all three Maritime provinces, attended the annual reunion dinner of the Naval Officers' Association of Canada, Brunswick Branch, held at the Royal Hotel, Saint John, on May 12. Lieut.-Cdr. George F. O'Connell, the president, was in the chair.

Guest speaker was Captain A. P. Musgrave, commanding officer of HMCS Cornwallis, who outlined the role of that establishment in the RCN's expansion program. He was introduced by Captain C. H. Bonnycastle, commanding officer of Brunswick, and thanked on behalf of the members by Nelson Ratterbury.

Others at the head table were: Willard MacKenzie, Halifax, vice-president of the Dominion Council of the Naval Officers' Association of Canada; Captain J. J. Connolly, commanding officer of HMCS Queen Charlotte, Charlottetown; Rev. H. H. Hoyt, Protestant chaplain at Brunswick; F. Gerald Elkin, immediate past president of the Brunswick branch, and Lieut. A. R. McClung, staff officer of Brunswick.

SASKATOON NOACS HEAR HEADQUARTERS OFFICER

Commander E. F. B. Watt, of Naval Headquarters, Ottawa, was the guest speaker at a recent meeting of the Naval Officers' Association of Saskatoon. In addition to the large number of members present,

guests included the commanding officers and intelligence officers of all active and reserve units in the city of Saskatoon and on the campus of the University of Saskatchewan.

During the business portion of the meeting, Captain Harold W. Balfour, RCN(R), Ret'd, and Lieut. F. J. Heatley, RCN(R), were elected delegate and alternate to the Dominion Council of the NOAC.

ATHABASKAN'S RETURN (Continued from Page 7)

Prince Rupert seemed pleased as punch to be the first to welcome us home and the whole city was as wide open as only a northern lumbering and fishing centre can be.

Our first touch of the Canadian way of life in more than ten months... our first taste of solid Canadian food... were all that we'd dreamed of. The telephone operators were frantically busy all night with calls to men in the ship from parents, wives and sweethearts all over Canada.

We fuelled and slipped the next morning. Through a lot of hard work, the ship's appearance had come up tremendously and we were proud of her tiddly figure for the return home.

We were on our last lap and there's nothing more to tell. The reunions cannot be properly described, nor can the individual feelings of every officer and man in the ship.

We got home, and that, in three words, is the story.

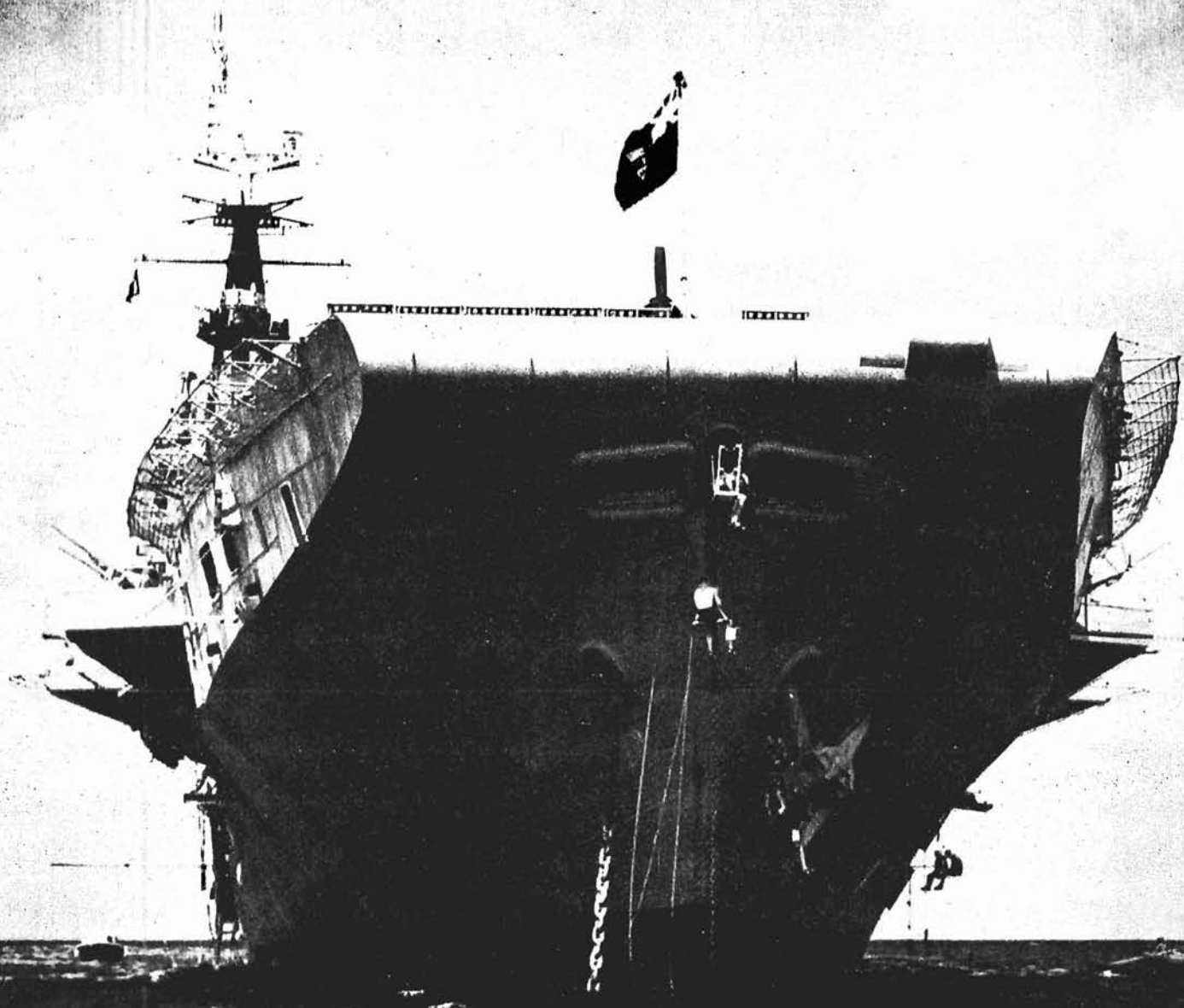




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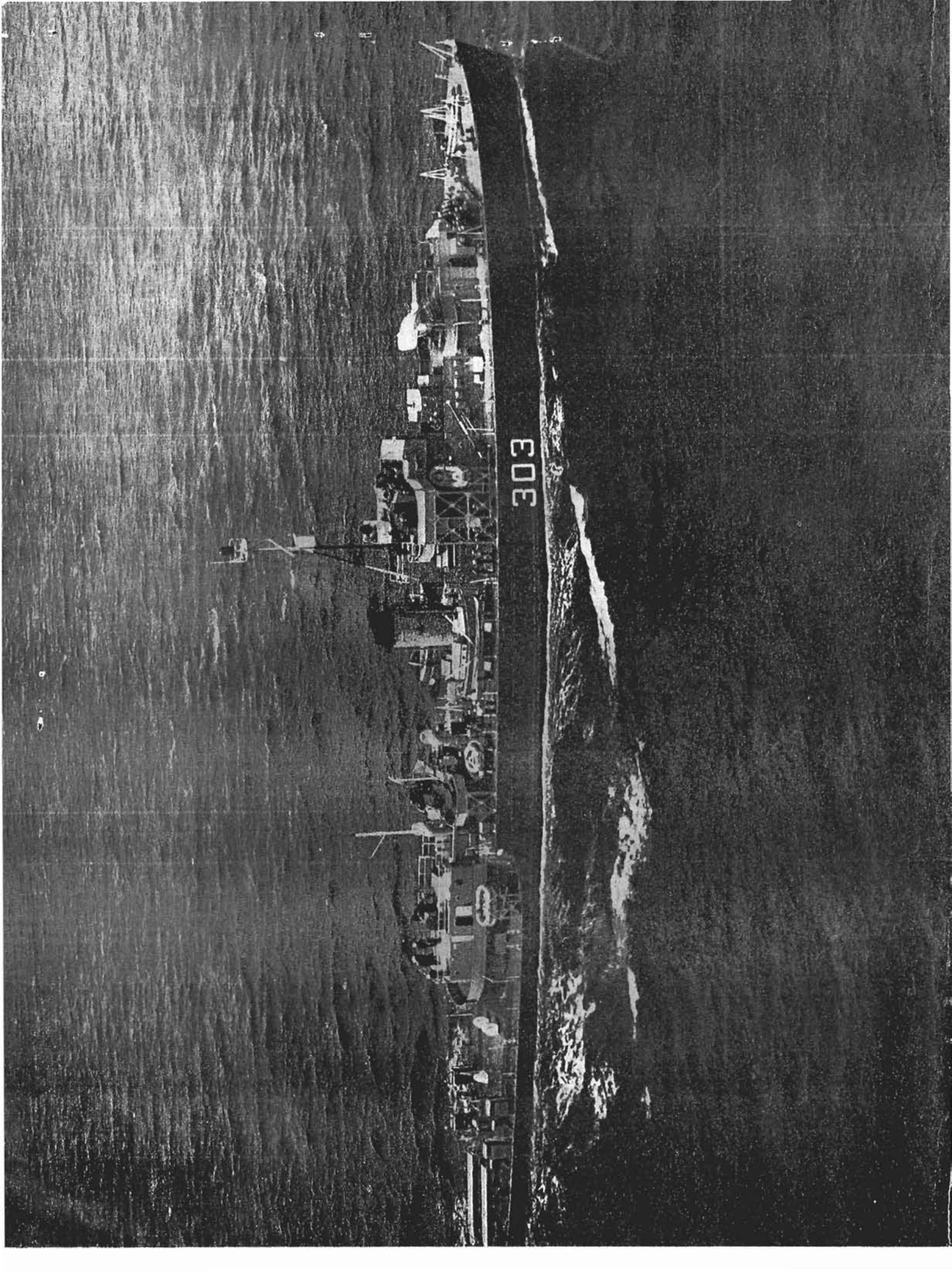
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The CROWSNEST

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THE ROYAL CANADIAN NAVY'S MAGAZINE

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LADY OF THE MONTH

Last month it was her sister-ship and running-mate, HMCS Antigonish, who filled the place of honor. It is only right, therefore, that this month's Lady be HMCS BEACON HILL.

Built by Yarrows Limited, Victoria, the Beacon Hill was commissioned in May 1944. She sailed to the East Coast by way of the Panama Canal, worked up at Bermuda and then proceeded to Londonderry, by way of St. John's, to become senior ship of an escort group.

Paid off into reserve after the war, the Beacon Hill was jetty-bound until May 1949, when she was recommissioned as a training ship. Since then she and the Antigonish have been practically inseparable as they carried out their sea training assignments on the West Coast. (E-15226).



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Cover Photo — HMCS Magnificent gives the impression of solid strength as she lies quietly at anchor in the blue Caribbean waters off Barbados. The photo was taken during the carrier's visit to the island last spring.

Early in August, with HMCS Micmac in company, the Magnificent sets sail from Halifax on a training cruise to the Mediterranean (MAG-3044).

R.C.N. News Review

Magnificent Micmac Going to Mediterranean

The first peacetime cruise to be made by RCN ships to the Mediterranean will be undertaken this autumn by HMC Ships Magnificent and Micmac.

The ships are scheduled to leave Halifax August 7 for Gibraltar, where they will spend a day before entering the Mediterranean August 18. Malta will be their next stop and after four days there the Canadian ships will begin a lengthy schedule of exercises with units of the Mediterranean Fleet.

The training program is being arranged by the Commander in Chief, Mediterranean Station, and complete details were not available at press time. It was expected, however, that the exercises would be both varied and extensive, with the emphasis on flying training.

On completion of the exercises, the Magnificent and Micmac will return to Gibraltar October 17 and will sail the following day for Halifax, arriving October 26.

A Year of Korean Service Nears its End

The end of July will mark the passage of a full year of Canadian naval participation in the Korean war. Whether at that time the Canadian ships will still be operating on a war footing depends on the result of

armistice negotiations which, at the time of writing, had just begun.

It was on August 1, 1950, that HMC Ships Cayuga, Sioux and Athabaskan sailed from Sasebo, Japan, to commence operations with the United Nations fleet. Since then Canada has constantly had three destroyers serving in the Far East. For most of that year, too, another two destroyers, earmarked as reliefs, have been tied up by the same commitment.

Thus, the end of July will find the Sioux well into her second tour of duty, the Cayuga starting hers, and the Huron nearing the end of her first. The Nootka will be bound for Halifax, by way of Esquimalt, having completed her first Korean assignment, while the Athabaskan will be preparing to set sail for the Far East, to relieve the Huron and bring the three "originals" together again.

The Cayuga arrived in Japan the third week of July and, after a turnover period, the Nootka set sail for Canada. On arrival at Esquimalt, July 31, she will disembark a number of personnel who are scheduled for leave and courses, after which a steaming party will take the ship around to Halifax, arriving about August 21.

Communist Targets Blasted by Huron

It took her quite a while to get into the thick of things but once she did,

HMCS Huron made the most of it.

For nearly three months after her arrival in the Far East, March 17, the veteran of Second World War fighting in the English Channel did little else besides screen aircraft carriers in the Yellow Sea. It was dull, tedious work.

In June, however, the ship was transferred to duties mainly concerned with the harassment and destruction of the enemy's lines of transportation and communication. This was more to her liking, and it was not long before the name Huron began to appear regularly in the UN naval communique.

On one patrol she: (1) captured and towed to a UN-held port a large communist junk; (2) shelled a concentration of enemy troops, causing heavy casualties and (3) crept right under the noses of enemy shore batteries at night to silence them with a surprise bombardment.

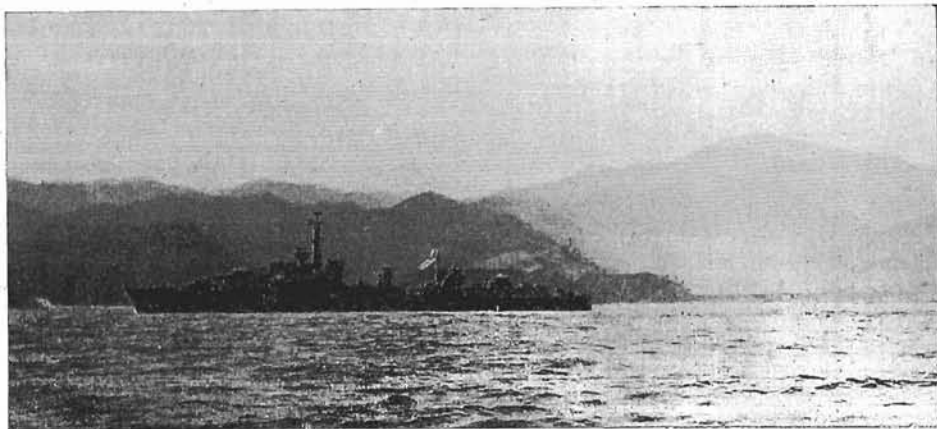
Intercepted in a restricted zone, the junk was taken into custody when its captain failed to produce satisfactory papers.

The heavy toll of enemy troops was exacted when the Huron, bombarding a communist position, exploded an ammunition dump.

The night bombardment was carried out after the enemy batteries had opened up on some friendly islands. Under cover of darkness, the Huron slid in close to shore, trained her main armament on the communist gun flashes and opened fire. There was no way of telling whether hits had been scored, but the batteries did no more firing.

On the same patrol the Huron went to the assistance of a Korean light-house-keeper who was ill, the medical officer, Surgeon Lieut. William Cook, of Toronto, being landed with an armed party to give the man treatment.

The Huron's next patrol probably was the liveliest that any of the Canadian ships has yet experienced. Operating this time on the east coast of Korea, she continued to concentrate her attentions on road and rail facilities behind enemy lines.



Her last two months of duty in Korean waters were active ones for HMCS Nootka as the destroyer joined in the seaborne artillery attacks on enemy positions, installation and supply lines. Here the Nootka is pictured bombarding a railway bridge, visible at the right, behind the enemy's lines on the east coast of Korea. (NK-667).



A junk which had entered restricted waters without satisfactory papers was apprehended by HMCS Huron off the west coast of Korea during a June patrol. Following a search by the Huron's executive officer, Lieut. T. W. Wall, and three members of the crew, the junk was towed to a UN-held port. Here PO R. Aldhelm-White, Halifax, ABs Stanley Leveck, Halifax, and George Samways, Brockville, Ont., and one of the junk's crew haul in the vessel's anchor prior to its being taken in tow. (HU-94).

In doing so she set a record for the number of shells fired by a Canadian ship during a patrol — 1,983 rounds from her four-inch guns and 8,984 from her close-range weapons.

Her shells destroyed a train at Chongjin, far up the east coast; caused an estimated 100 casualties among a repair gang working at night on a bridge that had been damaged by the ship in an earlier attack; silenced a shore battery that had tried unsuccessfully to hit the destroyer, and blasted bridges, rail lines, road junctions, pillboxes, shore batteries and other targets.

Shipyards to Refit 34 Wartime Craft

Delivery has begun to shipyards in the St. Lawrence area and the Maritimes of wartime frigates and Bangor minesweepers which are to be refitted and reconditioned for active service in the RCN.

Of the 34 ships involved — 16 frigates and 18 Bangors — 27 have already been towed from Sorel, P.Q., to their refit ports and the balance of those going elsewhere will follow at frequent intervals.

Pilot ship in the frigate program is the Prestonian, which has been taken in hand by Canadian Vickers Limited, Montreal, and will serve as the prototype in establishing detailed standards

for the others.

There will be a number of changes in the frigates. They will be brought up to current standards in respect to armament and technical equipment and will be so altered as to provide increased and improved accommodation.

The minesweepers will be refitted and re-equipped to their previous standard with certain relatively minor alterations.

Besides the Prestonian, the frigates are the Cap de la Madeleine, Jonquiere, Toronto, Buckingham, Victoriaville, Lauzon, New Glasgow, Penetang, Stettler, Ste. Therese, Inch Arran, Lanark, Outremont, Fort Erie and Sussexvale.

The 'sweepers are the Sarnia, Kenora, Fort William, Red Deer, Blairmore, Nipigon, Malpeque, Medicine Hat, Westmount, Port Hope, Swift Current, Mahone, Gananoque, Milltown, Minas, Kentville, Goderich and Drummondville.

At the same time, shipyards on both coasts, the St. Lawrence and the Great Lakes were busily working on new construction orders, whose total was increased to 39 with the placing of a dozen additional contracts in June.

The latest orders were for seven destroyer escorts, one loop layer, two steel crane lighters and two modified Norton class tugs.

Fairmile Flotilla Cruising Great Lakes

This summer has seen the introduction of a new reserve training scheme set up to provide basic naval training on the Great Lakes for new entries and junior officers of the RCN(R).

Commander F. R. K. Naftel, commanding officer of HMCS Prevost, London, has been appointed Reserve Training Commander Great Lakes. As such, he is administering the summer training program on Canada's "inland sea".

The plan was conceived mainly to provide "seagoing" experience for men of the RCN(R) who have not yet completed the six-month new entry training syllabus. These men are not sent to ships and fleet establishments until they are considered sufficiently trained. The Great Lakes Scheme will accelerate their practical training and give them a foretaste of life at sea.

Commander Naftel has at his disposal a flotilla of six motor launches. These are working together as a unit, which greatly enhances their training value. The six PTCs are from Ontario naval divisions — HMCS York, Catarqui, Star, Prevost, Hunter and



Cadets embarked in the ships of the east and west coast training flotillas are learning their seamanship the practical way. Here they handle a jackstay line on board HMCS La Hullose during a transfer exercise with the Swansea en route to the United Kingdom. (LAH-24).

Griffon. After the summer training season, each will rejoin her home division.

"Operation Beaver II" at Erieau, on Lake Erie, was the group's first task. This was a large-scale tri-service assault exercise carried out by reservists of the Navy, Army and Air Force.

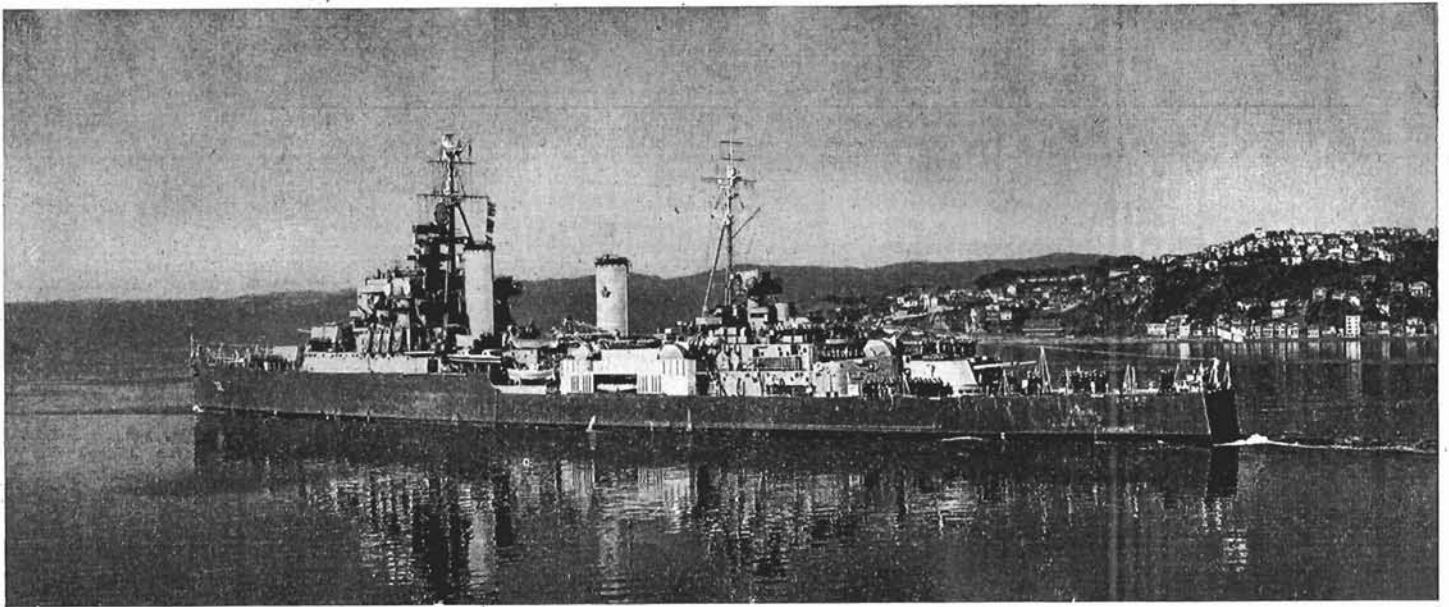
The flotilla spent the rest of June on Lake Erie, then switched its scene of operations to Lake Ontario for the first half of July. The balance of the month was spent on Lake Huron, after which the group will cruise on Lake Superior for the better part of two weeks before dispersing.

Lieutenant-Governors Tour Provinces in Warships

The Navy played host during July to the Lieutenant Governors of Canada's eastern and western-most provinces when they made inspection tours of their respective territories.

Sir Leonard Outerbridge, Lieutenant Governor of Newfoundland, embarked in HMCS Portage at St. John's July 1 for an extended tour of the province's outports. Thirty-four ports on the island and in Labrador were visited during the three-week cruise.

On the west coast, Colonel the Honourable Clarence Wallace boarded HMCS Ontario July 16 for an eight-day tour to some of B.C.'s coastal cities and Indian settlements.



HMCS Ontario steams out of Wellington, capital city of New Zealand, on her way to Auckland. At Wellington, as at all the other ports of call on the South Pacific cruise, the Canadians received an extremely warm welcome and were bountifully entertained. (Photo by courtesy of the office of the New Zealand High Commissioner).

ONTARIO 'DOWN UNDER'

by E. H. R.

*In 98 Days, Cruiser Covered
19,025 Miles, Visited
Ten Ports*

HMCS Ontario's longest peacetime cruise began on February 26, 1951, when she set sail for Honolulu, en route to the following ports of call:

Pago-Pago	— American Samoa
Suva	— Fiji Islands
Brisbane	} — Australia
Sydney	
Melbourne	
Hobart	
Lyttelton	} — New Zealand
Wellington	
Auckland	

and thence homeward, calling at Suva, the Fanning Islands and Pearl Harbor on passage.

By the time she returned to Esquimalt, June 4, the Ontario had added 19,025 sea miles to her record and had spent 42 days in ports abroad.

The ship's company consisted of 700 officers and men, coming from every province in Canada. The proportion of green hands was high but sea legs and some experience were acquired in a hurry, as a gale sprang up the second day out. Two whalers were smashed to bits, a boom broke loose, water came in from the most unexpected places and all the usual heavy weather damage was sustained.

When it was over, the ship's company at least knew what "secure

for sea" meant; and thanks to the more experienced hands there was not a casualty worthy of the name.

The landfall at Pearl was dead on the nose and the "Pilot" was thereby established as a man to be reckoned with. Two days in harbour, even though both were rainy, left us with something to look forward to on the return journey; we wanted another go at the beaches under more favourable conditions.

Between Pearl and Pago-Pago we crossed the line. About 600 of the 700 on board were "tadpoles," and the "shellbacks" had a busy time as none escaped King Neptune's initiation into the mysteries of the deep.

At Pago-Pago, usually pronounced Pango Pango, the ship's company saw their first south sea island. Grass skirts, straw mats, etc., were the main targets of the souvenir hunters and the camera "bugs" were snapping away on all sides. Native ceremonies and dances were put on by the inhabitants, who were extremely friendly and good natured.

On the way to Suva, in the Fiji Islands, Petty Officer Lloyd Fell sustained a badly mangled hand. Examination by the PMO determined that immediate permanent treatment on board would entail amputation of

one or more fingers, while he considered there was some chance of saving them if full hospital facilities could be made available very quickly. Speed was increased and the ship arrived in Suva a full day ahead of schedule. The result so far is that PO Fell still requires another operation but there is a hope of saving all fingers.

Suva is in the sterling area and we had our first experience with pounds, shillings and pence and the favorable rate of exchange which the Canadian dollar commands practically everywhere in the world except the United States.

Suva provided a different experience, as far as Pacific islands were concerned, and the large Indian population made one feel that he could well be in some part of Southern India.

The Royal Suva Yacht Club holds a regatta during visits of HM Ships and during its 18-year history the shield — until the Ontario's arrival — had always been won by the club. The splendid sportsmanship shown in the arrangements whereby yacht club boats and members and the ship's boats were allocated undoubtedly did not hinder the Ontario's victory, which nevertheless was well-earned by excellent sailing.

Brisbane, in the semi-tropical state of Queensland, in northern Australia, was reached on March 24. This was the first time a Canadian warship had visited the city and probably the first time many of its citizens had seen a "real live" Canadian. It was certainly the first time many of us had seen real live koala bears, kangaroos and ostriches.

After the three-day visit, the ship sailed south to participate in exercises with units of the Royal Navy, the Royal Australian Navy and the Royal Pakistan Navy.

Convoy attack and defence exercises were carried out and on conclusion the ships met and anchored in Jervis Bay for a week-end. Fraternization to the limit of the boats' capacities was encouraged and we saw how the "other half" lives. For example, even though the Pakistani ships had been away from home a good deal longer than we had, they were still able to produce a curry dish the like of which few of us had ever tasted.

The next week was taken up with exercises of all sorts. In competitive evolutions the Ontario scored her share of points, while in individual exercises, such as sub- and full-calibre frings, the heavy drill program carried out while at sea began to show results.

As 1951 is the Jubilee Year of the Commonwealth of Australia and the exercises were the first of their kind, the opportunity was taken by the Flag Officer Commanding the Australian Fleet to send a message of loyalty to His Majesty the King.



A sight-seeing trip to the Blue Mountains, one of Australia's most famed beauty spots, was arranged for 200 men from the Ontario during the stay at Sydney. (OC-640)

A gracious reply was received shortly afterward.

After the exercises, ten days were spent in Sydney and constituted the longest stay of the cruise in any one port. The zoo, botanical gardens, race tracks and beaches were well patronized and many of the ship's company took the opportunity of making excursions inland.

Melbourne, the capital of the State of Victoria, was the next port of call. For the first time the Flag of the Naval Board of Australia was flown in a Canadian warship when Com-

modore Pullen entertained the Naval Board at luncheon.

At Hobart, Tasmania, a 200-man contingent from the Ontario participated in the traditional Anzac Day parade and in the evening the ship's guard and band carried out the Sunset Ceremony in Franklin Park.

The five-day passage from Hobart to Lyttelton, N.Z., was broken by a visit to Milford Sound, on New Zealand's northwest coast. This is a world famous beauty spot and the camera fans were once again in their element.

From Lyttelton, port of the South Island city of Christchurch, the Ontario proceeded to Wellington, thence to Auckland. On sailing from Auckland the ship carried additional cargo in the form of stores and mail for the armed forces in the Fiji Islands.

At Suva it was found that Fanning Island, a Pacific cable station, was urgently in need of supplies and once again the Ontario assumed the role of transport.

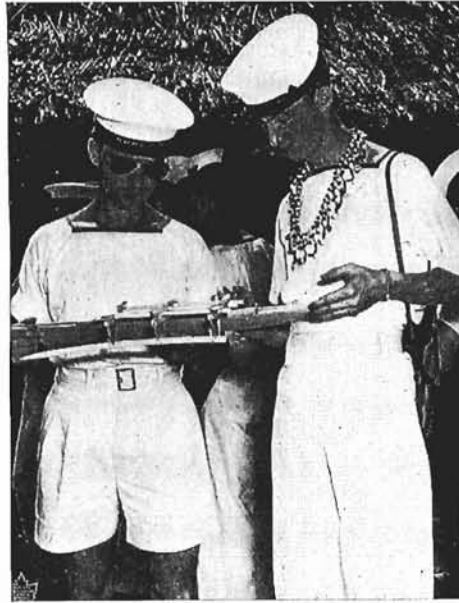
At Fanning Island, the depth of water prohibited anchoring and the ship hove to while stores were landed by lighter. Nevertheless, a few hours' leave was granted and some of the ship's company had a quick run around one of the more isolated Pacific islands.

Four days of fine weather awaited the ship at Pearl Harbor and full advantage was taken this time of the facilities and hospitality afforded.

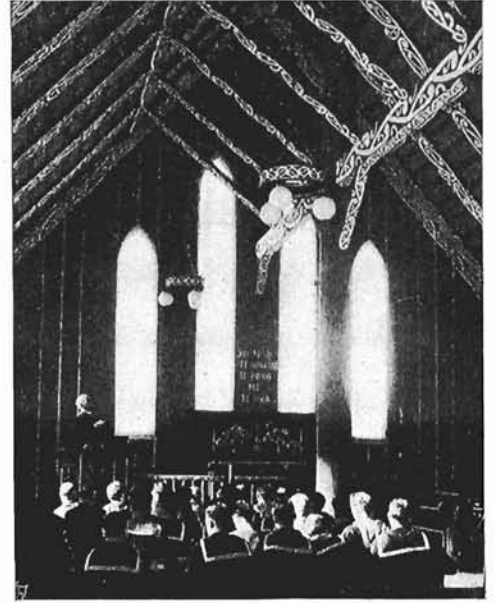
On the last leg of the cruise a message was received to the effect



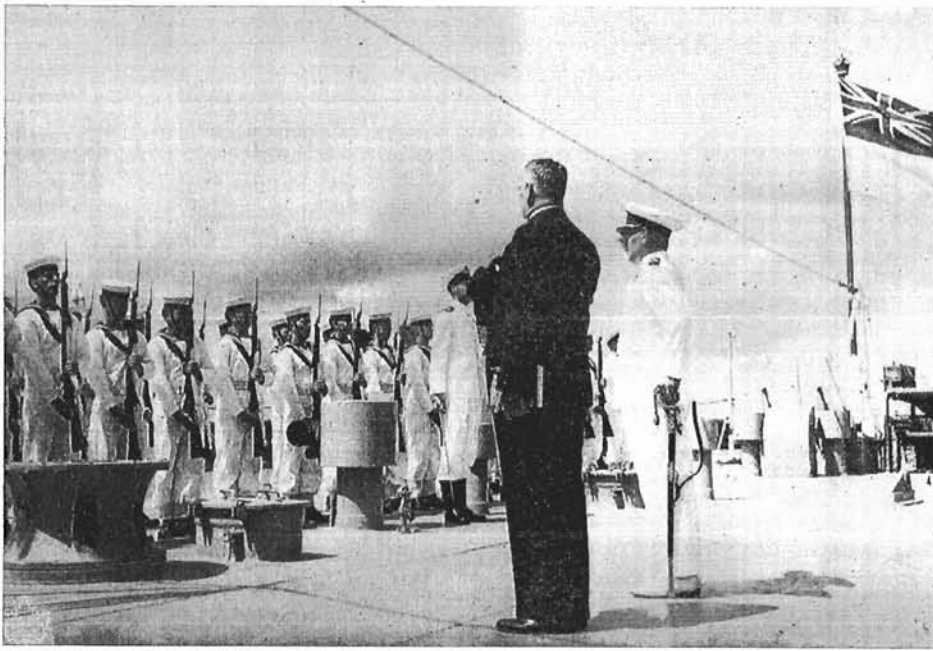
PEARL HARBOR
(OC-409)



PAGO PAGO
(OC-449)



OTAKI, N.Z.
(OC-701)



The Australian Minister of State for the Navy, the Hon. Josiah Francis, visited the Ontario while the ship was at Brisbane. Here the guard of honor present arms during the playing of the musical salute by the band. On the Minister's right is Commodore Pullen. Officer of the Guard is Lieut. Gordon Hodgson, of Taber, Alberta, (OC-530).

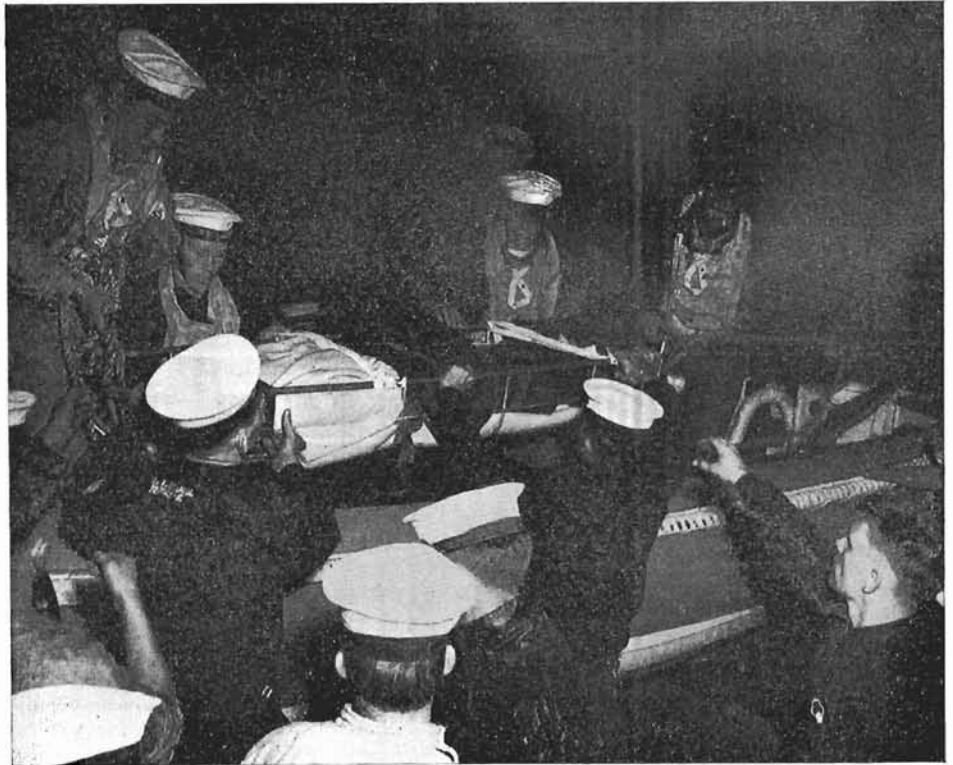
that the Athelchief, a British tanker, had a seaman aboard who had sustained serious injury and required urgent medical assistance. Speed was increased to meet the Athelchief, then some 270 miles ahead, as soon as possible. Contact was made at 2300 on June 1 and Surg. Commander H. R. Ruttan was transferred by seaboat in a moderately heavy swell. His diagnosis resulted in the transfer of the patient to the Ontario by motor cutter and the cruiser proceeded to Esquimalt at an average of approximately 25 knots, arriving the afternoon of June 4.

The objectives of the cruise, as seen by the commanding officer, were fourfold:

1. To participate in exercises with units of other Commonwealth navies.
2. To provide training for 100 new entry seamen and 25 junior officers.
3. To work up to a reasonable state of fighting efficiency.
4. To act as ambassadors for Canada.

The objectives were conflicting in their demands on time and manpower. The necessity for having a clean ship had to be resolved with training and drill requirements; as much leave as possible had to be granted in harbour to fulfill the "ambassador" requirements and to give the ship's company the broadening education which only travel and first hand experience impart. Moreover, the

ship was below complement. Yet, somehow, all objectives were achieved, but only after long hours and steady, willing effort during sea passages and



Seaman Gordon T. Lee, of the British tanker Athelchief, is lifted from HMCS Ontario's motor cutter on the cruiser's boat deck after being transferred at sea from his ship. Lee had suffered a broken back and multiple rib fractures in a fall aboard the tanker. Answering a call for assistance, the Ontario proceeded to the tanker's position and, despite the darkness, a six-foot swell and intermittent rain squalls, effected the transfer speedily and efficiently. On arrival at Esquimalt, Lee was taken to hospital, where he is recovering.

forenoons in harbour.

The following summarize some of the more outstanding events and features of the cruise:

DRILLS— The following drills were carried out during the cruise:

6-inch.....	96
4-inch.....	58
Control drills.....	37
Close range.....	116

In addition, parade training and turret drills for officers were carried out whenever possible and the precision guard was drilled at every opportunity.

FIRINGS— The following firings were carried out:

6-inch full calibre.....	3
6-inch sub calibre.....	2
6-inch bombardment...	1
4-inch.....	7
Torpedo.....	1

LEAVE— Nearly every day in harbour was a "make and mend" and, in addition, native leave was granted whenever possible to those entitled. Most of the men were able to get a long week-end in Sydney.

HOSPITALITY— At every port of call the hospitality of the inhabitants was overwhelming. Organizations and civic authorities made special arrangements for dances, picnics, tours,

sports, concerts and other forms of entertainment. In some cities passes were issued for free transportation in street cars and buses. Free tickets to race tracks, theatres, etc., were made available. There were cases when the hospitality offered by private citizens was so extensive that it ran in competition with organized entertainment. In Sydney, a night club band and floor show gave a performance on board the ship.

TRAINING — Eleven midshipmen on short service commissions received their introduction to life at sea. The greater part of their time was spent in classes on navigation, seamanship, communications, gunnery, TAS, etc. Otherwise they worked part of ship and carried out practical duties.

Four sub-lieutenants and two cadets of the RCN(R) underwent similar training and gained practical experience in power boat and sea boat work as well as in officer of the watch duties at sea and in harbour.

One hundred and fifteen ordinary seamen underwent new entry training. Eighteen were men of the RCN(R), of whom eight further qualified as RP3 and three as AA3. Six sea cadets from across Canada joined with the ordinary seamen in their training.

Classes were held for sixteen candidates for petty officer second class in



The Tarongo Park Zoo was a favorite visiting place in Sydney. Here Ldg. Sea. Phillip Rhodes, of Haney, B.C., makes friends with a young kangaroo. (OC-606).

preparation for a Fleet Squadron Board.

Five of the ship's officers prepared for the destroyer command examinations.

the famous surfing beaches at Manly, after a luncheon with the Mayor and Council of Manly.

The Mayoress of South Melbourne, with the aid of the debutante set, staged a most successful ball for some 200 of the ship's company, an affair which was talked of for weeks afterward.

In New Zealand, sight-seeing trips were arranged at all the ports of call. Most of them covered long distances and treated the sailors to a feast of scenic beauty. Particularly interesting were the tours from Auckland to Rotarua. The thermal geysers, baths and mud pools and the Maori Village at Rotarua made the day very interesting indeed.

On the ship's return to Suva, Fiji, one of the most spectacular events of the whole cruise took place. Two hundred officers and men were invited to witness a demonstration of ceremonies and dances by natives from the island of Viti Levu and were most impressed by the performance.

The ship's company left the village clutching war-like clubs, bunches of bananas, coconuts and carrying exotic tropical leis around their necks.

As the three months passed by and the wonders of the cruise unfolded, the Ontarios began to find some meaning in the old recruiting posters which urged young men to "Join the Navy and See the World." — *F.J.P.F.*

CANADIANS OVERWHELMED BY 'SOUTHERN' HOSPITALITY

The men of HMCS Ontario came back from their three-month cruise in the Southern Hemisphere with many and vivid memories of the hospitality which was extended them in the various ports of call.

The cities of Australia and New Zealand could not have done more in the way of arranging entertainment for the ship's company.

Brisbane, the first Australian city visited, provided private hospitality and trips to the mountains and beaches by car for about 150 men, in addition to the many dances and free cinemas which were organized.

During the ship's visit to Sydney, a train trip to Katoomba in the Blue Mountains, some 75 miles away, was arranged for 200 men. The party was met at Katoomba by the Mayor of the Municipality of the Blue Mountains and then sat down to a delicious luncheon. The afternoon was taken up with sightseeing in the area around Katoomba, and all were much impressed with the spectacular beauty of the Blue Mountains — another Grand Canyon but completely blanketed with blue gum trees.

Also in Sydney, a party of 100 men had an opportunity to visit and enjoy

'EXCELLENT AMBASSADORS,' SAYS NEW ZEALANDER

Numerous messages were received from naval and civilian officials in Australia and New Zealand complimenting the officers and men of HMCS Ontario on their success as ambassadors of Canada. Of interest is this personal letter received by the father of one of the Ontario's midshipmen from a resident of Christchurch, N.Z.

Midland Club,
Christchurch, N.Z.
3 May, 1951.

Dear Sir,

Recently my wife and I had the very great pleasure of accepting an invitation to an "At Home" aboard HMCS Ontario. We had a most enjoyable visit and had the great pleasure of meeting a number of officers and among the Midshipmen present was your son.

As we have a son and a daughter of about the same age as your son it occurred to us that it may be of interest to receive a message from one of the many contacts the ship will make during its stay in New Zealand waters.

It is indeed a pleasure to tell you what a favourable impression your son made upon us and it was with much regret that we could not extend the hospitality of our home to himself and his friends, but the short duration of the stay of the cruiser in our port of Lyttleton made such a visit impossible.

The boys showed us every kindness during our short stay on board and in our exchange of information concerning our respective countries we gained the impression that their alert minds coupled with a desire to hear and learn made them excellent ambassadors of Canada. Of course we were particularly pleased that our wonderful home country of New Zealand had made such a favourable impression upon them in their short experience of us and ours.

We trust that this item of news, though from perfect strangers, would be of interest.

Yours sincerely,
D. S. MERRETT.

ADMIRAL PERCY WALKER NELLES

*One of the Navy's Original Officers,
He Served as CNS Through
10 Historic Years.*

Admiral Percy Walker Nelles, CB, LLD, RCN, Ret'd., the man who headed the Royal Canadian Navy through ten crucial years, from 1934 to 1944, as Chief of the Naval Staff, died in Victoria on the night of June 13. Private funeral services were held on June 15 and the next day, in accordance with his wishes, his ashes were committed to the sea from HMCS Sault Ste. Marie, following a simple service on board the ship.

Thus ended the career of a man whose leadership built the RCN from a token six-destroyer fleet to the third ranking Navy in the world — a task probably unprecedented in maritime history.

Admiral Nelles, the son of the late Brigadier General Charles M. Nelles, CMG, one of Canada's most distinguished soldiers, was born at Brantford, Ontario, January 7, 1892.

He enlisted as a Cadet in the Fishery Protection Service in 1909, the second of the first seven junior officers to start training for the anticipated Canadian Navy. In 1910 six of these seven cadets passed into HMCS Niobe as Midshipmen, RCN, with Percy Nelles as senior Midshipman.

From 1911 to 1917 he served in ships and establishments of the Royal Navy, then returned to Canada to become Flag Lieutenant to the late Admiral Sir Charles Kingsmill, RN, the then Chief of Staff of the RCN.

In 1920, Admiral Nelles went to the United Kingdom for a course at the Royal Naval College. Promoted to Lieutenant-Commander in 1922, he served for the next two years in ships and establishments of the Royal Navy and completed the war staff course at the RN College. He returned to Canada in August 1925 and in December of that year was promoted to Commander and appointed Senior Naval Officer, Esquimalt.

Back in the United Kingdom in 1929, Admiral Nelles served in various appointments until March of the following year, when he took command of the cruiser HMS Dragon, becoming the first RCN officer to command a capital ship. He received the acting rank of Captain while in this appointment.

On his return to Canada in 1931, he reverted to Commander but in 1933, while in command of HMCS Stadacona, Admiral Nelles became the



first Canadian to achieve the confirmed rank of Captain in the RCN. The next year he was promoted to Commodore and appointed Chief of the Naval Staff.

His promotion to Rear-Admiral came in 1938. In the same year the naval appropriation, though still extremely modest, was increased to a figure three times that of 1934; two more destroyers were acquired from Great Britain and four minesweepers, built in Canadian shipyards, were commissioned.

In the summer of 1939, the Canadian Navy consisted of six destroyers, five minesweepers and a handful of auxiliaries, and had a total strength, permanent and reserve, of 3,604. A tiny navy, by any comparison, it was to grow, in remarkably short time, to a size beyond all recognition.

That this was accomplished was due largely to the foresight of Admiral Nelles. In spite of apathy without the Service and frustration within, he never lost sight, in the pre-war years, of what he believed to be the Canadian Navy's destiny. When war came, the plans he had carefully laid and nurtured were transformed into reality.

In January 1944, with the change of operational emphasis, Admiral Nelles moved overseas to assume the leadership of the RCN in the coming invasion of Europe.

A year later, with the RCN's share

in invasion operations successfully completed, Admiral Nelles retired, closing out a naval career that spanned more than 36 years. Promoted to Vice-Admiral in 1941, he was promoted to full Admiral on his retirement, in recognition of his service.

In His Majesty's New Year's Honours List of 1943, Admiral Nelles was appointed a Companion of the Most Honourable Order of the Bath. In 1946, the United States honoured him with membership in the Legion of Merit, degree of Commander.

Admiral Nelles retired to Victoria to live. He became seriously ill toward the latter part of May and died two weeks later. Surviving are his wife, the former Helen Schuyler Allen, and two sons, Charles M. of Victoria, and Midshipman William A., who has been serving in HMCS Ontario and will join HMCS Magnificent early in August.

A TRIBUTE

1330 Ouellette Ave.,
Windsor, Ont.
14.6.51

The Editor,
The Crownsnest,

Dear Sir,

It is with great sorrow that I have just heard over the radio of the death of Admiral Percy Nelles. I hope I may be permitted a space in your columns to pay a brief, but at the same time, very sincere tribute to him.

Since he succeeded me in the post of CNS in 1934 no one knows better than I do the difficulties which beset him on taking over; and the way in which he surmounted these and developed the naval force which performed such invaluable work for the allied cause, makes him one of the great men in the history of Canada's fighting services.

I am sure that my very high regard for both his personality and achievements will be shared by all ranks of the Royal Canadian Navy.

Yours truly,
Walter Hose
Rear Admiral
RCN (Ret.)

HALF-YEARLY PROMOTIONS

The promotion of 33 senior officers was announced June 30 in the Royal Canadian Navy's half-yearly promotions list.

The RCN was represented by 26 officers and Royal Canadian Navy (Reserve) by seven.

The list of promotions follows:

ROYAL CANADIAN NAVY

To be Commodore (1)

Acting Commodore Herbert S. Rayner, Secretary of the Chiefs of Staff Committee, National Defence Headquarters.

To be Surgeon Commodore (1)

Surgeon Captain Archie McCallum, Medical Director-General, Naval Headquarters.

To be Captain (1)

Commander Duncan L. Raymond, Commanding Officer, HMCS Shearwater, Dartmouth, N.S.

To be Captain (E) (1)

Commander (E) John L. MacGillivray, Deputy Engineer-in-Chief, Naval Headquarters.

To be Constructor Captain (1)

Constructor Commander Frank Freeborn, Principal Overseer, Montreal Area.

To be Captain (SB) (1)

Commander (SB) Philip R. Hurcomb, Judge Advocate of the Fleet and Assistant Chief of Naval Personnel (Administration).



COMMODORE H. S. RAYNER

To be Commander (7)

Lieut.-Cdr. Marcel J. A. T. Jette, on the staff of the Director of Naval Reserves, Naval Headquarters.

Lieut.-Cdr. Richard M. Steele, Deputy Director of Naval Reserves, Naval Headquarters.

Lieut.-Cdr. Thomas S. Peacock, on staff of Chief of Naval Personnel, Naval Headquarters.

Lieut.-Cdr. Robert W. Murdoch, Commanding Officer, HMCS Beacon Hill.

Lieut.-Cdr. John C. O'Brien, Officer-in-Charge of the Chief and Petty Officers' Leadership Course, HMCS Cornwallis.

Lieut.-Cdr. Thomas C. Pullen, Commanding Officer, HMCS La Hullose.

Lieut.-Cdr. I. Paul Godfrey, Deputy Director of Air Logistics, Naval Headquarters.

To be Commander (E) (3)

Lieut.-Cdr. (E) Erik Revfem, Engineer Officer, HMCS Athabaskan.

Lieut.-Cdr. (E) William C. Patterson, on the staff of the Superintendent, HMC Dockyard, Esquimalt.

Lieut.-Cdr. (E) Dennis T. Forster, Staff Engineering Officer, HMCS Niobe, London.

To be Commander (L) (4)

Lieut.-Cdr. (L) Stuart E. Paddon, Staff Officer Electrical Personnel, Naval Headquarters.

Lieut.-Cdr. (L) John M. Doull, on the staff of the Electrical Engineer-in-Chief, Naval Headquarters.

Lieut.-Cdr. (L) Ernest J. Apps, on the staff of the Electrical Engineer-in-Chief, Naval Headquarters.

Lieut.-Cdr. (L) John E. Roue, Chief Inspector (Electrics and Electronics), Naval Headquarters.

To be Surgeon Commander (1)

Surgeon Lieut.-Cdr. John W. Rogers, Principal Medical Officer, RCN Hospital, and Officer-in-Charge of the Medical Branch School, Esquimalt.

To be Commander (S) (2)

Lieut.-Cdr. (S) Harold C. Ledsham, Supply Officer, HMCS Stadacona.

Lieut.-Cdr. (S) Peter H. Sinclair, Officer-in-Charge, HMC Supply School, Esquimalt.

To be Ordnance Commander (1)

Ordnance Lieut.-Cdr. Joseph A. M. Arcand, Ordnance Overseer, Sorel.

To be Commander (SB) (2)

Lieut.-Cdr. (SB) George R. Totten-

ham, Staff Officer Security, Naval Headquarters.

Lieut.-Cdr. (SB) A. O. Solomon, Deputy Naval Secretary (Personnel), Naval Headquarters.

ROYAL CANADIAN NAVY (RESERVE)

To be Commander (1)

Lieut.-Cdr. James A. Brown, HMCS Malahat, Victoria.

To be Acting Commander (1)

Lieut.-Cdr. W. Graham Allen, Commanding Officer, HMCS Scotian, Halifax.

To be Commander (S) (1)

Lieut.-Cdr. (S) W. Ross Hickey, HMCS Nonsuch, Edmonton. (Formerly of HMCS Donnacona, Montreal).

To be Constructor Commander (1)

Constructor Lieut.-Cdr. Keith P. Farrell, on Continuous Naval Duty with the Naval Constructor-in-Chief, Naval Headquarters.

To be Surgeon Commander (1)

Surgeon Lieut.-Cdr. Everett G. Crutchlow, HMCS Donnacona, Montreal.

To be Acting Surgeon Commander (2)

Surgeon Lieut.-Cdr. Charles M. Harlow, HMCS Scotian, Halifax, and Honorary Consultant in Pathology to RCN Hospital, Halifax.

Surgeon Lieut.-Cdr. Jean Saint-Martin, HMCS Montcalm, Quebec City.



SURGEON COMMODORE
A. MCCALLUM



OFFICERS *and* MEN



Commissioned Rank for Three Chief ERAs

Three senior chief petty officers of the Engine Room branch have been promoted to the rank of Acting Commissioned Engineer. They are Edward V. Dear, Arthur L. Candy and Arthur C. Shelton, all of Victoria.

Commissioned Engineer Dear entered the RCN in February 1940 as an Acting ERA 4/c. He served in various ships and establishments during the war, his longest single stretch being in HMCS Assiniboine, from May 1941 to October 1943. In July 1949 he joined the destroyer Athabaskan and served in the ship throughout her first period of duty with UN Forces in Korea.

Commissioned Engineer Candy started his naval career as a stoker in September 1937. At the outbreak of the war he was in the destroyer HMCS Restigouche and later served two years in the minesweeper Kenora. At the time of his promotion he was in HMCS Naden. Commissioned Engineer Candy was awarded the RCN Long Service and Good Conduct Medal in November 1950.

After service in the Royal Navy, Commissioned Engineer Shelton transferred to the RCN in November 1943. He joined HMCS Ontario in April 1945 and later served in HMCS Warrior, in Naden and again in the Ontario. In November 1949 he was drafted to HMCS Cayuga and was in the destroyer until May of this year, seeing service in Korean waters during the ship's first tour of duty.

All three newly-created commissioned engineers have been appointed to Cornwallis for the officers' divisional course.

Nine CPOs Qualify as QM Instructors

The first Quartermaster Instructor conversion course to be undertaken at the Navigation Direction Training Centre, Esquimalt, completed in June, with nine chief petty officers qualifying for the new rate. They include CPOs L. Benesh, E. Biddle, R.

Bussey, H. Clark, T. Dicks, R. Fitzsimmons, M. Miller, D. Painton and E. Rigby.

Able Seamen D. Noseworthy, R. McNeil and M. Bradley successfully completed an RP3 course at the same time.

Petty Officers Cecil Ferguson and Frank McKay are recent additions to the centre's instructional staff.

Eighth Officers' Divisional Course Completes Training

The eighth Officers' Divisional Course completed its six-week curriculum at HMCS Cornwallis early in June. Under the direction of Lieut. (P) W. J. Spencer, course officer, the following officers attended the course: Lieut. L. C. Janke, RCN(R), Acting Lieutenants W. F. S. Doane and B. M. Kidd, Constr. Sub-Lieut. H. A. Shenker, Ord. Sub-Lieut. W. L. Wood, A/Sub-Lieuts. D. J. Price, A. M. Swain and D. A. Yule, A/Instr. Sub-Lieut. D. R. Whitmore, A/Cd. Engineer Officer C. H. Young and A/Cd. Catering Officer D. E. Jones.

Second Try Successful for Sioux Sailor

When HMCS Sioux sailed for her second session with the UN Fleet, Ord. Sea. Douglas Peyton, of North Battleford, Sask., and St. John's, Nfld., one of the many volunteers for duty aboard the ship, kept his fingers crossed until she cleared Pearl Harbor.

The reason: Peyton was in the Sioux when she left with the Cayuga and Athabaskan for the Far East last July but didn't get any further than Hawaii. On the way to Pearl Harbor, he suffered a head injury, was landed at Pearl and sent back to Esquimalt for hospitalization.

After his release from hospital, he served in the Ontario and the Crusader and ashore in the barracks. But when the Sioux came back from Korea, he was one of the first to volunteer to join her for the second round.

This time there were no hitches and Peyton got safely by Hawaii and on to the Far East.

Two Supply Branch Men Receive Promotions

Two upper yardman candidates of the Supply Branch recently were promoted to commissioned rank. They are Acting Sub-Lieutenants (S) Alfred E. Shaw, 24, of Calgary and Esquimalt, and William A. Faire, 23, of Sudbury and Esquimalt.

The two new officers are taking a divisional course at HMCS Cornwallis after having completed the supply officers' technical course at the Supply School in Naden.

Sub-Lieut. Shaw entered the RCN as a writer in February 1946. Since then he has served in Naden and in the cruisers Quebec (then Uganda) and Ontario. At the time of his promotion he was a PO 2nd Class.

Sub-Lieut. Faire joined the RCN as a storesman in October 1945. He has served in naval establishments on both coasts, at Naval Headquarters and in the Ontario. Just prior to his promotion to commissioned rank he was advanced to PO 1st Class.

Numerous Staff Changes at Communications Centre

The Communications Training Centre in HMCS Naden saw many departures and arrivals during recent months.

To the Cayuga for her second round in Korean waters went CPO Stuart McIntyre to relieve CPO Fred Watters, CPO Ralph Davies to relieve CPO Roy Adams and PO George Buckingham to relieve PO Ronald Tucknott.

Before the Sioux left, three new communicators joined her. CPO Walter Clements relieved CPO Alfred Andrews, PO Henry Abercrombie relieved PO Douglas Ireland and PO Ken McLeod relieved PO George Mannix.

Returning to Naden from other jobs were POs Thomas Fraser and Robert Stewart. POs Trevor Reading and David Larkey returned from the leadership course and PO Albert Bouchard arrived from a tour of duty at HMCS Tecumseh.

Gunnery Course Held for Reserve Officers

Twenty-two officers of the RCN (Reserve) recently completed the first gunnery course to be held for Reserve officers in the Gunnery School at HMCS Stadacona.

Members of the class were: Lieut.-Cdr. W. E. D. Atkinson, London; Lieutenants T. D. Hocken, Dutton, Ont.; G. G. Leask, Halifax, and W. S. Lover, St. Thomas, Ont.; Sub-Lieutenants R. A. Smith, Westville, N.S.; C. A. Brown, Crediton, Ont.; J. W. Carroll, Holyrood, Nfld.; D. G. Curry, Toronto; S. J. Farrell, Montreal; G. R. Ferguson, Ottawa; J. W. Gagnon, Quebec City; M. M. Hawley, Kingston; E. E. Jupp, Toronto; A. R. Marshall, Halifax; D. B. McCrimmon, Toronto; John Morgan, Winnipeg; Craig Swayze, Brockville, Ont.; D. H. Tait, Dartmouth; R. L. Williams, St. Thomas, Ont., and William Wilson, Winnipeg; Midshipman J. D. Wishart, Toronto, and Cadet D. E. Cooper, Hamilton. Instructors were CPO William Byatt, Saint John, N.B., and PO George Perigle, Orillia, Ont.

Former Ordnance PO Training as Cadet

An old friend in a new rig arrived at HMC Ordnance School, Esquimalt, recently. Cadet Thomas Mainer, of the University of B.C. UNTD, joined the school as one of eight ordnance cadets taking an eight-week course.

Cadet Mainer was an Ordnance branch petty officer a couple of years ago. After working up to matriculation standard by studying on his own time, he passed the entrance exams for the University of British Columbia and was promoted to the rank of cadet. This fall he starts his last year at the university. When he graduates, he will return to his branch in the RCN as an Acting Ordnance Sub-Lieutenant.

Special Confirmation Service for 23 Cornwallis Men

Twenty-three men from HMCS Cornwallis were confirmed recently in a special service at the United Church at Bear River, N.S. The Rev. R. Milley, pastor of the Bear River church, conducted the service and three naval chaplains, Rev. Harry Ploughman, Rev. Harry Pike and Rev. F. Temple Kingston, assisted.

Members of the class were Ldg. Sea. Angus Holden, Victoria, and Ord. Sea. Colin Bishop, Iroquois

Falls, Ont., William A. Cameron, Tatamagouche, N.S.; AB Ronald Campbell, Ridgetown, Ont.; Lee Candler, Aylmer, Ont.; Ronald Carr, Niagara Falls, Ont.; Robert Coltart, Lauder, Man.; Roy Empey, Williams-town, Ont.; Grant Farrell, Yorkton, Sask.; Jack Graham, Brockville, Ont.; Samuel Hewson, Hamilton; Fred Hodge, St. Antony, Nfld.; Ted Luther, Englee, Nfld.; Richard Madder, Victoria.; George McDonald, Duparquet, Que.; Gerald McRae, St. John, N.B.; Edwin Pelley, Clarenceville, Nfld.; Douglas Solonik, Preston, Ont.; Robert Sweluk, Lac Vert, Sask.; Robert Taylor, Bronte, Ont.; Ted Willard, Deep River, Ont.; Harold Wrigley, Murillor, Ont., and Ernest Zehr, Tavistock, Ont.

Ten Petty Officers Finish TD Course

Ten petty officers recently completed a course for torpedo detector 1st class in the TAS School at Halifax. They are POs Beverley Allday, Frank Andrews, Richard Bodington, Roy Coupe, Roy Davis, Richard Elridge, Frank Grant, Gordon Hartman, Charles MacQueen and Charles Smylie.

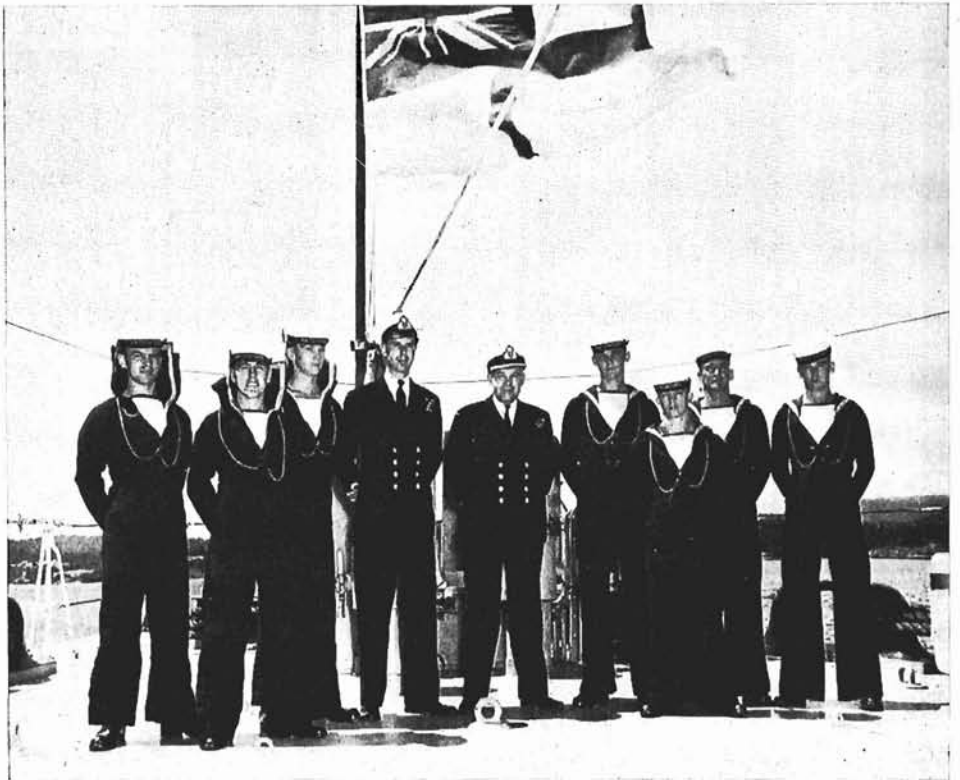
Nine Men Enrolled in Armourers' Course

Nine men recently began an armourers' qualifying course at the Ordnance School in Naden. Members of the course are Petty Officers Jack Bell, Angus Gray, Max Guthrie, Albert Hughes, William Mellish, John Orr, Ernest Partridge and Robert Rogers, and Ldg. Sea. Armand Turgeon.

CPO Wilf Adams has joined the Ordnance School staff from HMCS Athabaskan and is in charge of the machines in the workshop. PO Bill Eastland has been drafted to the school from the Cayuga and is assisting in the Torpedo Section.

Two TAS Instructors Go to New Ports

From the Torpedo Anti-Submarine Training Centre in HMCS Naden, Esquimalt, two instructors have slipped and proceeded to new jobs. CPO Brian Brown has been drafted to the East Coast and CPO Ronald Munro joined HMCS Athabaskan after a spot of leave. A new instructor, PO John Bing, has joined the staff from HMCS Ontario.



Seven ordinary seamen were awarded bosn's calls for having shown the best all-round ability during their sea training classes on board HMCS Ontario. They were among the 100 ordinary seamen embarked in the Ontario for training during her Australasian cruise. Left to right are: Ordinary Seamen Gabriel Fortier, Montreal; Gerald Austin, London, Ont., and Len Tatham, Hamilton; Lieut.-Cdr. R. W. Timbrell, Vancouver, training officer; Commander E. G. Boak, executive officer, and Ordinary Seamen Donald Almen, Nipawin, Sask.; James Friars, Saint John, N.B.; Rod Petty, Spanish Point, Bermuda, and Ted Skov, Claresholm, Alta. (OC-774).

LOWER DECK ADVANCEMENTS

Following is a further list of advancements of men on the "lower deck." The list is arranged in alphabetical order, with each man's new rating, branch and trade group shown opposite his name.

ACKERMAN, Ferdinand..... LSVS1
 ADAMS, John W..... P1SW2
 AIKEN, Raymond J..... LSVS1
 ALEKSON, Peter..... LSVS1
 ALEXANDER, Alan C..... LNSN1
 AMES, Albert E..... LSKC2
 ANDERSON, George A..... P1SW2
 ANDERSON, James W..... LSKC1
 ANDROWSKI, Donald..... LSKC2
 APPLEJOHN, Richard N..... P2MA2
 ARBIOUE, Marcel J..... P2AW2
 ARSENAULT, Joseph V..... LNSN2

 BALCOME, Hugh H..... C2AW3
 BALL, Francis G..... P2SM2
 BARRETT, William E..... LSKC2
 BARRIAULT, Michael A..... C2SW2
 BEAUDET, Marc A..... LSVS1
 BELANGER, Jean P..... LSAA1
 BENNETT, Albert..... P1CK3
 BERRY, Watson C..... P1SW2
 BLAKENEY, Garth D..... C2CK3
 BLAQUIER, Joseph F..... LSSWS
 BORGAL, George G..... C2QR2
 BOURQUE, Jacques G..... LSSWS
 BRECKNELL, Raymond..... P1NS2
 BREWER, William T..... LSAW1
 BRIGDEN, Robert F..... LSKC1
 BRINEN, Bernard H..... P2SM2
 BROOKS, Kenneth S..... LSKC1
 BROWN, George J..... LSSWS
 BROWN, Joseph T..... P1VS3
 BROWN, Walter..... C2QM2
 BROWN, Warren L..... LSKC1
 BROWNE, Jack E..... LNSN1
 BUCHNER, Dalton M..... LSPW1
 BURKE, Raymond M..... LSPW1
 BURROWS, John R..... P1RP2
 BUTLER, Albert H..... P1QR1

 CAMBRIDGE, Donald J..... LSKC2
 CAMPBELL, Kenneth W..... C1CK3
 CANHAM, William R..... P1AW3
 CASEY, James A..... LNSN1

CHAMPOUX, Marcel L..... LNSN1
 CHIHHRIN, Michael..... P2SM2
 CHRISTIAN, Clarence R..... LSKC1
 COLE, Ronald N..... LSVS1
 COLEMAN, William J..... P2VS2
 COOPER, Stanley L..... C1CK3
 CORBIN, Jules G..... LSCM1
 COTE, Marcel J..... P2CK2
 COWPER, Peter W..... LSPW1
 CROXALL, David..... LSKC1
 CZECH, Ted J..... LSVS1

 DALEY, Alexander A..... P2MA2
 DAVIDSON, Robert W..... P1AT4
 DAWDY, Sherman..... LSKC2
 DAYE, Howard R..... LNSN1
 DEALHOY, Samuel E..... P1CK2
 DEROCHIE, Jack V..... LSVS1
 DICKIE, George A..... P2VS2
 DOGGART, William..... LSKC1
 DOREN, Walter W..... LSCM1
 DOUCET, Isidore N..... C2CK3
 DRISCOLL, Carman F..... C2SW2
 DUNHAM, Roy O..... P2VS2
 DUNN, Russell C..... LSKC2
 DUTTON, James A..... C2NS3

 EARLE, Clyde W..... LSSWS
 EDGSON, Kenneth R..... LNSN1
 ELLIOTT, John L..... LSSWS
 EMERSON, Lylestone..... LSSWS
 EVERETT, Ernest W..... LSSWS

 FANE, Peter E..... C2NS3
 FINNIGAN, Arthur J..... LSKC1
 FOY, Paul E..... P2NS2
 FRIEST, Donald J..... LNSN1

 GAGNON, Benoit J..... P2AW2
 GALLANT, Melville J..... LSKC2
 GEORGE, Andrew..... P2VS2
 GERVAIS, Vincent A..... P1AT4
 GILES, Norval E..... LSKC2
 GLAZIER, Joseph A..... LSSW1
 GODOLPHIN, Alfred H..... LSAW1
 GONZALES, Claude..... LSKC1
 GORDON, Donald F..... LSMA1
 GOSSELIN, Peter M..... P2CK2
 GRAHAM, Thomas W..... LSVS1
 GUEST, Earl O..... LSKC1
 GUILLOTTE, Joseph R..... LNSN2

HALIKOWSKI, Gerald..... P1PT1
 HAMOR, Paul P..... LSKC1
 HART, James L..... LSCS2
 HARTLEY, Larry N..... LSSWS
 HATLEN, Dudley R..... C2GI3
 HAWN, Keith A..... LNSN1
 HECKER, John..... LSKC1
 HOLMES, Robert J..... LSSWS
 HOLT, Arnold G..... LSKC1
 HORNICK, Carl V..... LSSWS
 HOWARD, John W..... LSKC1
 HOWELL, Robert C..... P1CM2
 HOWLETT, Russell R..... LNSN1
 HUGHES, Robert H..... C2SW2
 HUGHES, William R..... P2CK2
 HUNTER, Alexander M..... P2CK2

 ISHERWOOD, Arthur..... C2CK3

 JACKSON, Owen A..... LSVS2
 JACOBS, Harry B..... LSSWS
 JAMES, William S..... C2CK3
 JEWERS, John W..... C2CM3
 JOHNS, Henry J..... C2CK3
 JOHNSON, Robert B..... LSKC1
 JOHNSON, Roy E..... LSPW2
 JOHNSTON, Stanley A..... C2CK3
 JOHNSTON, William A..... LNSN2
 JOLY, Jean-Jacques..... LSPW1
 JUDSON, Vernon E..... P1PW3
 JULIEN, Frederick J..... P2AA1

 KEIL, Eric H..... P1CK2
 KELLY, Bryant A..... LSKC1
 KENNEDY, Norman R..... P1SW1
 KLEE, Harold K..... LSSWS
 KLIES, John H..... LSSW1
 KUBISHESKI, Milton J..... LSPW1

 LALIBERTY, William E..... P1PW2
 LALONDE, Benedict D..... P2VS2
 LAPOINTE, Robert J..... P1ER3
 LARIVIERE, Paul S..... LSKC2
 LAVALLEE, Marcel C..... LSPW1
 LAZARUK, Nick..... P1RC1
 LEBARR, Robert E..... LNSN1
 LeBLANC, Joseph A..... LSPW2
 LEBLANC, Joseph H..... LSKC1
 LECK, Glen E..... LNSN1
 LLOYD, Edward H..... LSAW1
 LONVIK, Gordon E..... LSAAS
 LYPPS, Perry T..... LNSN1



Able Seaman Ranny O'Laney, of Parrsboro, N.S., is a busy and versatile man. By trade a steward, he is normally employed on duties in the wardroom of his ship, HMCS Nootka. However, at action stations or during a bom-

bardment, he becomes a member of one of the guns' crews, donning a tin hat and serving as a loading number. In the photo with him is PO John Derek, of Toronto, captain of the gun. In addition AB O'Laney is the ship's barber

and when not otherwise engaged can generally be found putting the shears to one of his shipmates, in this case AB Jim Kelly, of Renfrew, Ont. (NK-689, 677, 690).

McALONEY, Hazen I. P2CM2
 McCAW, William E. P2SW1
 McKERNAN, Ernest K. P2SW1
 McLEAN, Cecil G. LSSWS
 McMENEMY, Ernest S. P2CM2
 McMULLEN, Jesse L. P2CK2
 MacARTHUR, Lloyd G. C2CK3
 MacCONNELL, Charles A. LSKK1
 MacDONALD, Hugh G. LSNS1
 MacDONALD, John J. P1MA2
 MacDONALD, Robert F. LSKK2
 MacDORMAND, Robert G. P2SM2
 MacMURDO, Peter G. LSNS1
 MACHAN, Frederick N. C1VS3
 MAGEE, Raymond R. LSVS1
 MANUGE, Ralph F. P2SW1
 MARSHALL, Gordon LSSWS
 MARTIN, David R. P1QR2
 MATYCHUK, Stanley M. P2NS2
 MAUNDER, Kenneth M. P2SM2
 MILLER, Edward E. P2SM2
 MOECKL, Walter P2VS2
 MOODIE, Christopher S. P1CK3
 MOODIE, Edwin A. P2SM2
 MOORE, Alan E. P1AT4
 MOYES, David. P2NS2
 MUMFORD, Victor H. LSKK2
 MURPHY, Cyril. LSNS1
 MYATT, Arthur J. C2CK3

NICKEL, Milton M. LSPW1
 NICKOL, Andrew J. LSAW1

O'HEARON, William R. P2VS2
 OLYNICK, Albert G. P2CM2
 OTTENBREIT, Joseph M. LSKK1

PADDON, Bernard N. P2SW1
 PARK, James A. P2CK2
 PEACH, Max R. P2VS2
 PELLETIER, Joseph W. P2CK2
 PETERS, Delbert A. P1AT4
 PERRY, Gordon A. P2CK2
 PHILLIPS, Eugene E. P2NS2
 PIPPARD, Frederick. C2GA4
 PLUMMER, John C. LSNS1
 POND, Reginald S. P2VS2
 POTTINGER, John W. C2NS3
 PRIOR, Hubert C. LSKK1
 PRIZEMAN, Robert J. LSVS1
 PROWSE, Norman A. LSCM1

RENTON, Robert O. C2VS3
 RHEAUME, Joseph J. LSPW1
 RICHARDS, Milton S. LSKK1
 ROBERTSON, Arthur M. P2NS2
 ROBINSON, John D. LSVS1
 ROSS, Jack H. P1SW2
 RUSSELL, Bruce L. P2VS2

SAUDER, Wilton H. P2NS2
 SAUNDERS, Joseph E. LSAC1
 SAVAGE, Edward A. LSSW1
 SEEDHOUSE, Stanley E. P2SM2
 SHELTON, John R. LSVS1
 SHEPHEARD, William F. LSNS1
 SINNOTT, Charles S. LSKK1
 SMITH, Allan J. LSPW1
 SMITH, Donald A. P1QR1
 SMITH, Norman W. P2SE2
 SNOW, Edward R. LSKK1
 SPENCE, Albert C. P2VS2
 STEENE, Ross M. P2AC2
 STRYCKER, Howard K. P2VS2
 SUDAK, William. LSNS1

TARVES, Bruce W. P2VS2
 THERIAULT, Joseph F. P2AW2
 THEROUX, Norman. LSNS2
 THOMPSON, Charles H. P2CK2
 THOMPSON, Herman W. LSVS1
 THOMPSON, William A. P2NS2
 TIMMONS, Bruce L. P2PW2
 TODD, Alfred A. P1NS2
 TRELEAVEN, Fred T. P2VS2
 VANASSE, Jean M. C2CK3

VAN DER MARK, Herman F. LSKK1
 VEILLEUX, Joseph G. LSKK2

WADDELL, George S. LSNS1
 WATSON, Andrew P. P2PW2
 WATSON, Arnold W. LSVS1
 WEBSTER, Kenneth E. LSCM1

WEBSTER, Ronald D. P1ER4
 WHITE, Donald G. LSSWS
 WHITE, Jack. P1PW2
 WHEATCROFT, Ernest A. LSKK1
 WILLIAMS, Douglas E. LSNS1
 YAGER, Walter P. P2PW2



Chief petty officers serving in HMCS Shearwater formed a special guard of honor at ceremonial divisions held at the RCN Air Station to honor the commanding officer, Captain E. W. Finch-Noyes, on his departure to take up a new appointment. Captain Finch-Noyes is shown inspecting the guard, which was in the charge of Lieut. William Walton. Captain Finch-Noyes becomes Deputy Chief of Naval Personnel at Headquarters. (DNS-5924).

SENIOR POSTS, SHIP COMMANDS TO CHANGE

Naval Headquarters has announced the following appointment changes of interest, most of which will take place toward the end of the year:

Commodore R. E. S. Bidwell to HMCS Naden in command and as Commodore RCN Barracks, Esquimalt, and Officer-in-Charge, RCN Depot (temporary appointment). Present appointment: Assistant Chief of the Naval Staff (Plans).

Commodore A. M. Hope additional for retirement leave. Present appointment: Commodore RCN Barracks, Halifax, and Officer-in-Charge, RCN Depot.

Commodore K. F. Adams to HMCS Naden in command, as Commodore RCN Barracks, Esquimalt, and Officer-in-Charge, RCN Depot. Present appointment: HMCS Magnificent in command and Senior Canadian Naval Officer Afloat.

Commodore H. F. Pullen to HMCS Stadacona in command, as Commodore RCN Barracks, Halifax, and

Officer-in-Charge, RCN Depot. Present appointment: HMCS Ontario in command.

Captain E. P. Tisdall to HMCS Ontario in command. Present appointment: HMCS Naden in command, as Commodore RCN Barracks, Esquimalt, and Officer-in-Charge, RCN Depot.

Captain K. L. Dyer to HMCS Magnificent in command. Present appointment: Naval Headquarters as Deputy Chief of Naval Personnel.

Captain E. W. Finch-Noyes to Naval Headquarters as Deputy Chief of Naval Personnel. Former appointment: HMCS Shearwater in command.

Captain M. A. Medland to Naval Headquarters as Director of Weapons and Tactics. At present on course at National Defence College, Kingston.

Captain L. L. Atwood to HMCS Naden as Chief of Staff to the Flag Officer Pacific Coast. At present on

course at National Defence College, Kingston.

Captain D. L. Raymond to HMCS Shearwater in command. Former appointment: Executive officer, HMCS Ontario.

Commander J. C. Littler to HMCS Huron in command. Present appointment: Executive Officer, HMCS Stadacona.

Commander A. B. Fraser-Harris to Stadacona as Executive Officer. Present appointment: Commanding officer, HMCS Nootka.

Commander E. E. G. Boak to HMCS Ontario as Executive Officer. From courses in United Kingdom.

Commander G. A. LaRue to HMCS Donnacona as Staff Officer (Administration). Present appointment: Naval Headquarters on attachment to the Secretariat of the Chiefs of Staff.

Commander M. G. Stirling to HMCS Micmac in command. Present appointment: Naval Headquarters as Director of Naval Communications.

Commander R. L. Hennessy to HMCS Quebec on commissioning as Executive Officer. Present appointment: Stadacona as Officer-in-Charge, Junior Officers' Technical and Leadership Course.

Commander W. M. Landymore to HMCS Iroquois on commissioning in command. Present appointment: Naval Headquarters as Director of Manning and Personnel Statistics.

Commander R. P. Welland to HMCS Stadacona as Officer-in-Charge, JOTLC. At present serving temporarily as Chief of Staff to the Flag Officer Pacific Coast.

Commander J. M. Leeming to HMCS Naden as Manning Commander West Coast. Present appointment: HMCS Naden as Reserve Training Commander.

Commander G. C. Edwards to HMCS Shearwater as Commander (Air). Present appointment: RCAF Station, Chatham, N.B.; for jet conversion course.

Commander J. A. Charles to Naval Headquarters as Director of Naval Communications. Present appointment: HMCS Stadacona as Officer-in-Charge, HMC Communications School.

Commander E. T. G. Madgwick to Naval Headquarters as Director of Manning and Personnel Statistics. Present appointment: HMCS Huron in command.

Commander (L) H. L. Crawford to HMCS Quebec on commissioning as Electrical Officer. Formerly Principal Naval Overseer West Coast.

Commander R. M. Steele to HMCS Crescent in command. Present ap-

Seagoing Rabbits Just Full of Tricks

Navy jargon proved too much for an inquisitive UNTD cadet who was making a Cook's tour of HMCS La Hulloise just after he joined the ship.

In one of the messdecks he noticed a tiddly sea chest and asked his guide what it was. The latter, who shall go unnamed, replied, tongue-in-cheek, "That's a rabbit box."

That stopped the cadet for a moment but as the rest of the group moved off to other shipboard mysteries, the cadet examined the box more closely and was heard to mutter:

"Hmm, wonder how they breathe."

pointment: Naval Headquarters as Deputy Director of Naval Reserves.

Commander T. S. R. Peacock to Naval Headquarters as Deputy Director of Naval Reserves. Former appointment: Executive Officer, HMCS Athabaskan.

Commander R. W. Murdoch to HMCS Cornwallis as Officer-in-Charge, HMC Communications School. Present appointment: HMCS Beacon Hill in command.

Lieut.-Cdr. R. M. Young to HMCS Ontario as First Lieutenant-Commander. Present appointment: Naden as Manning Commander West Coast.

Lieut.-Cdr. G. H. Hayes to HMCS Naden as Reserve Training Commander. Present appointment: HMCS Crescent in command.

Lieut.-Cdr. J. W. McDowall to HMCS Beacon Hill in command. Present appointment: HMCS Naden as Officer-in-Charge, Gunnery Training Centre.

Weddings

Lieut. John Howard, HMCS York, to Miss Nancy Jones, of Halifax.

Lieut. Dugald Wales, HMCS Stadacona, to Miss Yvonne Anne Mowat, of Trail, B.C.

Lieut. (S) Arnold Bronskill, staff of Principal Naval Overseer, Montreal, to Miss Margaret Fitzgerald, of Halifax.

Chaplain (P) Frederick Temple Kingston, HMCS Cornwallis, to Miss Pauline Boyd Smith, of Toronto.

Commissioned Stores Officer Frank Bentley, Naval Headquarters, to Miss Ella Pelletier, of Hull, P.Q.

CPO Douglas W. Cooke, HMCS Shearwater, to Miss Sybil M. Hibbert, of Halifax.

CPO Arthur Speed, HMCS Shearwater, to Miss Margaret J. Crooks, of Halifax.

PO Ingram M. Cassidy, HMCS Shearwater, to Miss Helen Lovett, of Dartmouth.

Ldg. Sea. Leonard Bonner, HMCS Magnificent, to Miss Beatrice Miller, of Mosher River, N.S.

Ldg. Sea. Robert McCallum, HMCS Athabaskan, to Miss Kathleen Margaret Beaveridge, of Victoria.

AB Boyd Bishop, HMCS Crescent, to Miss Donna Miller, of Kentville, N.S.

AB Jean Blanchett, HMCS Magnificent, to Miss Joyce Dorey, of Western Shore, N.S.

AB Daniel Forbes, HMCS Micmac, to Miss Joan Crosbie, of Hamilton, Ont.

AB Robert Pace, HMCS Magnificent, to Miss June A. Foster, of Timerlea, N.S.

Ord. Sea. D. M. Robertson, HMCS Stadacona, to Miss Janet Jean MacKay, of Halifax.

Births

To Lieut.-Cdr. (S) J. W. Maxwell, HMCS Ontario, and Mrs. Maxwell, a son.

To Lieut. D. S. Bethune, HMCS La Hulloise, and Mrs. Bethune, a son.

To Lieut. W. E. Clayards, HMCS Naden, and Mrs. Clayards, a son.

To Lieut. Arthur McDonald, HMCS La Hulloise, and Mrs. McDonald, a daughter.

To Lieut. George MacFarlane, HMCS Stadacona, and Mrs. MacFarlane, a daughter.

To Lieut. M. A. Turner, HMCS Stadacona, and Mrs. Turner, a daughter.

To Lieut. H. J. Wade, HMCS Ontario, and Mrs. Wade, a son.

To Lieut. G. B. Wither, HMCS Naden, and Mrs. Wither, a son.

To Lieut. (S) D. S. McNichol, HMCS Stadacona, and Mrs. McNichol, a son.

To Lieut. (SB) W. J. Swiniarski, Naval Headquarters, and Mrs. Swiniarski, a son.

To Commissioned Engineer F. E. Shea, HMCS Magnificent, and Mrs. Shea, a daughter.

To CPO Clifford Giles, HMCS Micmac, and Mrs. Giles, a son.

To CPO Donald Newton, HMCS York, and Mrs. Newton, a daughter.

To PO Edward Bryson, HMCS Crescent, and Mrs. Bryson, a son.

To PO John Cariou, HMCS Ontario, and Mrs. Cariou, a daughter.

To PO Hjalmar Davidson, HMCS Crescent, and Mrs. Davidson, a son.

To PO Gordon Fenn, Naval Headquarters, and Mrs. Fenn, a daughter.

To PO John Meadwell, HMCS Micmac, and Mrs. Meadwell, a daughter.

To PO Louis Melanson, HMCS Crescent, and Mrs. Melanson, a son.

To PO Norman Peer, HMCS Ontario, and Mrs. Peer, twin sons.

To PO John Slusarenko, HMCS Naden, and Mrs. Slusarenko, a daughter.

To PO K. R. Taylor, HMCS Ontario, and Mrs. Taylor, a daughter.

To PO Ken White, Naval Headquarters, and Mrs. White, a son.

To PO Alan Worrall, HMCS Ontario, and Mrs. Worrall, a son.

To Ldg. Sea. Douglas Dickson, HMC Naval Radio Station, Aldergrove, and Mrs. Dickson, a son.

To Ldg. Sea. Robert Godman, HMCS Magnificent, and Mrs. Godman, a son.

To Ldg. Sea. Eugene Hovey, HMCS Stadacona, and Mrs. Hovey, a daughter.

To Ldg. Sea. Peter MacMurdo, HMCS Cornwallis, and Mrs. MacMurdo, a daughter.

To Ldg. Sea. R. W. Reid, HMCS Cornwallis, and Mrs. Reid, a daughter.

To Ldg. Sea. Ernest Riva, HMCS Stadacona, and Mrs. Riva, a daughter.

To AB Alan McIntyre, HMCS La Hulloise, and Mrs. McIntyre, a son.

To Ord. Sea. Edwin Hucker, HMCS Micmac, and Mrs. Hucker, a son.

ABLE SEAMAN WINS HURON VOTE

*Though in RCN Just 21 Months
AB Robert Pugh is Far
from "Green Hand"*

AN able seaman who entered the Royal Canadian Navy less than two years ago was the winner, by a solid margin, in one of the liveliest Man of the Month election campaigns yet to be held in any ship or establishment.

The election was conducted on board HMCS Huron, in distant Korean waters, and the victor was Able Seaman Robert Pugh, of Verdun, Quebec. The campaign extended over several weeks and, with the ship's newspaper, *The "Fan Shaft,"* beating the drums, interest reached a high pitch.

However, when the smoke had finally cleared and the crew's ballots were counted, there was no doubt as to the popular choice.

Though he is a comparatively junior hand, so far as time in the Service is concerned, Able Seaman Pugh is a man to whom the adjective "green" definitely does not apply. Pugh has packed plenty of Armed Forces experience into the past ten of his 28 years. Nor have his 21 months in the RCN been any exception.

To start at the beginning, Pugh was born in Birmingham England, but was raised and attended school in Verdun. In 1939, at the age of 16, he lined up with the others answering the call to arms and tried to enlist in the Army. Rejected because of his age, he settled, temporarily, for the Reserve Army.

However, on reaching military age in 1941, he immediately applied, and was accepted, for active service with the Royal Montreal Regiment. Six months later he went overseas with a group of reinforcements for the First Division.

The next 30 months he spent in Britain, training with his regiment for the big offensive. He found time, however, to cultivate a personal interest in South Shields and on May 11, 1944, was married there to the former Catherine Ferguson.

Four weeks later, on D-Day plus 4, he landed on the shores of France and moved forward with his regiment. Pugh's career as a fighting soldier was interrupted in September by a piece of shrapnel. The wound was only superficial, however, and after a week in a Canadian Army field hospital he rejoined his regiment at the front.

Two weeks later he "bought" another one — this time more serious. He spent three months in hospital, then went to England on convalescent leave.

On completion of his leave, Pugh was sent to Aldershot, where he remained until May 1945. By this time his regiment was moving swiftly across Holland and he was permitted to rejoin it shortly after VE-Day.

Pugh's Army career ended with his discharge, in Montreal, in October 1945. A short time later he was joined there by his wife and 15-month-old son Robert.



ABLE SEAMAN ROBERT PUGH

For the next two years he worked in Montreal, mostly as a welder, but found that "civvy street" did not exactly appeal to him. Deciding he would be more at home in the Armed Forces, he renewed his service connection, only this time he chose the Navy.

In March 1947 he entered the Montreal naval division, HMCS Donnacona, as an ordinary seaman. For two years he faithfully attended weekly drills and took non-sub training in the gunnery branch.

Still he wasn't satisfied, and in February 1949 Pugh applied for naval

training and voluntary service. Off he went to Halifax, there to join HMCS Haida. Four weeks later he requested a year's special naval duty. Six months afterward he decided there was no sense playing at being in the Navy — why not make a job of it. He did.

Stadacona was his next stopping-place and after qualifying at the gunnery school as an LR3 he was drafted back to the Haida.

As will be remembered, the Haida in November 1949 rescued 18 crew members of a USAF B-29 that had crashed in the sea off Bermuda. One of the crew of the seaboat that brought the airmen's raft along side the Haida in heavy seas was Able Seaman Robert Pugh.

Early the following year Pugh left the ship to take the new entry training course at Cornwallis. From there he went to Stadacona, remaining in the barracks until drafted to the Huron just before she sailed in August 1950 on the European cruise.

He had already seen much of the territory covered by the Canadian Special Service Squadron, but found it so different as to be hardly recognizable. He could not believe, he says, that these were the countries he had seen devastated by war.

While in Amsterdam, Pugh was introduced to the Burgomeister of the city. The next morning, via the local mails, he received an autographed edition of "Behind the Dunes and Dykes." It bore the inscription, "In remembrance of your visit in 1945 and again in 1950," above the Burgomeisters' signature.

Pugh can always be counted on to participate in any inter-departmental sports, but does not lay claim to any exceptional athletic skill. His one real hobby is fishing, and he's a disappointed man if he gets his leave at a time when the fishing season is closed.

AB Pugh, the father now of two children, a boy and a girl, celebrated his seventh wedding anniversary while his ship was on patrol in the Yellow Sea.

"It's no fun celebrating a wedding anniversary 12,000 miles away from the person you most want to do the celebrating with," says he, "so let's get the job over with in a hurry — but good."

Acorn of the RCN

HM Provincial Marine

by C. H. J. SNIDER

(from "Schooner Days," *The Toronto Telegram*, March 3, 1951)

"TWO leaky destroyers locked up in a garage in Halifax" was the Canadian Navy as described around 1920 by T. L. Church, KC, MP, seven times Mayor of Toronto. At the beginning of the last (we hoped) war it was six modern destroyers, five small minesweepers and two training yachts. Schull's Official Account of Canadian Naval Operations in the Second World War names 427 "principal ships", with their commanding officers. Of these, 101 were fairmiles and motor torpedo boats, 122 corvettes, 71 frigates, 73 minesweepers, 27 destroyers, 12 Algerines, two cruisers, two escort carriers, two depot ships, three armed merchantmen, six armed yachts and six patrol vessels.

All this argosy, more numerous than the Spanish armada, sprang from Schooner Days.

Yes, the first British keel of any kind to cleave the blue waters of the Great Lakes was a schooner's. This schooner was the origin of His Majesty's Provincial Marine, and the Provincial Marine was the ancestress of the Royal Canadian Navy.

The Provincial Marine fought four wars for Canada and founded one of the world-great transportation systems.

It was not the Royal Navy on duty in the colony; it was the naval department of the new Province of Canada, which became the provinces of Upper and Lower Canada, and it handled all the internal defence and transportation requirements of the new country until the Rush-Bagot disarmament agreement restricted navies on the Great Lakes to the vanishing point.

It fought the French in the Seven Years' War, it broke Pontiac's siege of Detroit in the Indian wars, it held every British post on the Great Lakes in the War of American Independence, and it fought to victory in the War of 1812. And we still had our "provincial" gunboats for the Fenian Raids and afterwards, so that when the Statute of Westminster made a modern Canadian navy possible the Provincial Marine came to

life again in the RCN.

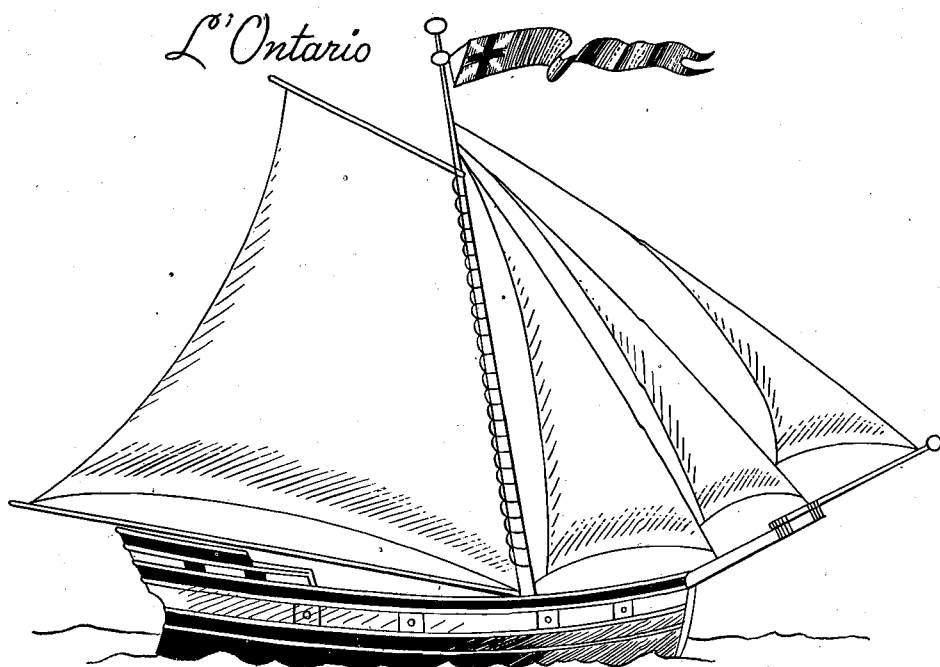
Nor did the Provincial Marine rust and rot in peacetime. It was not only Britain's inland naval force in America, but Canada's whole transportation system. The Great Lakes and rivers were the only trunk lines and highways until roads were cut through the wilderness and railways began.

It handled all the freight and passenger traffic of the incoming Loyalists and early immigration and all the requirements of the civil administration of the growing provinces. It was thus the mother of the fleets of schooners which private enterprise provided, and the grandmother of the present 3,000 steel steamers and motorships, Canadian and American, which transport 200,000,000 tons of essentials annually for the fifty million population of the Great Lakes area.

The Provincial Marine began with ships built under the supervision of Royal Navy officers in "American"

waters, as they were in 1755 — Lake George, Lake Champlain and Lake Ontario. These ships were commanded by RN officers and manned by RN seamen at first, but in five years, with the conquest of Canada, officers and crews began to become localized. Alexander Grant, for example, a young RN lieutenant, rose to command on Lake Champlain before Wolfe took Quebec, and with the conquest Grant made Canada his home, became Commodore of the western division of the Provincial Marine, with headquarters at Detroit, acquired an estate there, built Grant Castle, and became a member, and President, of the Council and Administrator of Upper Canada.

This forgotten service, the Provincial Marine, was first merely His Majesty's vessels for inland America; then the naval force for the Quarter Master General's Department of the army; in 1765 the Provincial Marine of Canada, and in 1812 His Majesty's Provincial Royal Navy.



The first decked vessel of His Majesty's Provincial Marine was thus depicted by a Captain Labroquerie. The ancestress of HMCS Ontario (see page 4) she was launched at Oswego, on Lake Ontario, in 1755. A map which included this sketch was discovered by the late John Ross Robertson in the British Museum in 1894.

"All able-bodied seamen who are willing to enter into the service of His Majesty's Provincial Royal Navy on the Lakes and Rivers of Upper and Lower Canada are invited" — said an advertisement in the Montreal Herald of September 26, 1812 — "to rendezvous at the house of Mrs. Grant, at the sign of the Sugar-Loaf, Montreal. Bounty, \$20 for each able-bodied and \$12 for each ordinary seamen; PAY \$8 PER MONTH, payable at the end of every two months." The hours were certainly more than 40 a week and there was plenty of overtime. (In the Navy, there still is).

The service was not intended as a little navy for each province, but received its "Provincial" appellation because it was provided for the new British Province of Canada after the conquest. Upper Canada did have a provincial armed vessel for its civil administration, ordered by Governor Simcoe.

HMCS Ontario might well have III after her name, for so was called the first decked vessel armed with carriage guns in the Provincial Marine. And so was named another very fine ship, a square-rigger designed in England and built at Carleton Island, just below Kingston, in 1780. Hers was the greatest tragedy that befell a sailing vessel in all Great Lakes history. She was lost with all on board, 172 persons, including two companies of the 8th (King's) and 34th Regiment, in a great storm on her first voyage to Oswego.

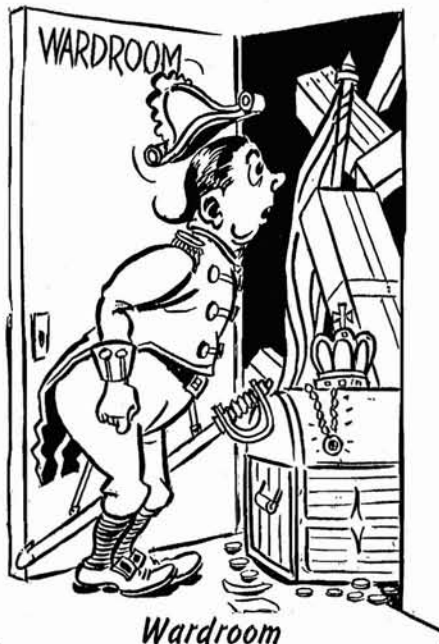
Major Thomas Mante, in his history of the Seven Years War in America (so rare a copy costs \$400) wrote: "In 1755 the brig Ontario, 12 guns, was launched at Oswego." But Mante used the wrong word. This first Ontario was not a brig. She was intended for a schooner, but was in service as a sloop. The major, a soldier writing sixteen years later, probably did not know the difference.

The Ontario's sister was also a sloop, but she, too, was intended to be a schooner, and was one, perhaps before and certainly after her sloop experience. She was a schooner when she nearly drowned Montcalm's officers when she was lost in the ice at the end of navigation in 1756.

We adhere to the statement that the first British keel to cleave the lakes was a schooner on the strength of a letter attributed to John Bradstreet, the Nova Scotia born whaleman sent to Oswego with fifteen carpenters by Governor Shirley of Massachusetts to build the first British fleet to fight the French.

"Oswego, July 9, 1755 — I found the sloop Oswego in great

HOW IT STARTED



In the early part of the 18th century, there was a compartment aboard British ships called the "wardrobe". It was used for storing valuable articles taken from prize ships. The officers' cabins were nearby — and when the wardrobe was empty they would gather there for lounging and, later, for meals. In time the compartment came to be used entirely as an officers' mess and the name was changed to wardroom.

* * *

A correspondent takes issue with the story in the March 1951 issue "purporting to suggest the origin of the Commissioning Pendant in the Service."

"I think," says he, "you will find that the Commissioning Pendant came into being long before the days of Messrs. Tromp and Blake. Captain Beckett, in his most excellent work on naval customs, traditions and expressions, states that the Commissioning Pendant was introduced some time during the fourteenth century."

Checking with various books on naval traditions, we find that none pins down the exact origin of the commissioning pendant, though Captain Beckett says they "were authorised by law about the middle of the 14th century."

The most generally accepted version is that the pendant dates back to the time when men-at-arms were embarked in ships to do the fighting. Then a knight or, in smaller ships, a man-at-arms, took command and indicated his presence by raising aloft the pendant he bore on his lance.

It became the custom for the commanding officer to fly his flag, or pendant, and the practice survives today in the form of the commissioning pendant and the personal flags of admirals and commodores. — *The Editor.*

forwardness, and shall turn her off the stocks tomorrow — I sent Mr. Dean out in a small schooner, upon hearing they (French and Indians) were nigh us, who soon discovered them encamped within eight miles of this place; but as there was little wind he could not venture nigh enough to form any judgment of their numbers. I sent him out the next morning in the same boat, but they had left their encampment in the night, which makes me conclude they are gone to Niagara. It was very unlucky that one of the sloops was not ready; if she had (been) I think they might have been stopped."

The gallant Ontario, though launched June 28, 1755, was not yet in service by July 9, through indecision over her rig. Governor Shirley decided she would be a sloop. The Oswego was still on the stocks. But one little schooner at least had been launched, if not named, and was sent out against the French and Indians hovering to attack the first British shipyard. Oswego, fortified by the English in 1727, and held until 1796 despite the revolution, was an early trading fort for English and Dutch merchants from New York and Albany. It was Britain's only access to the Great Lakes.

Capitaine Francois de Pouchot of the Regiment de Bearn thus described the first British naval establishment of 1755:

"The first English schooner on Lake Ontario was launched this summer. She had 40 feet keel, mounted 14 swivel guns and was made to row when necessary. The fleet fitted out by the English at Oswego in 1755 consisted of a decked sloop of eight 4-pounders and thirty swivels, a decked schooner of eight 4-pounders and 28 swivels and 14 oars, and another of 12 swivels and 14 oars. All of these were unrigged and laid up early in the fall."

From this seed sprang the Provincial Marine. The axe was laid to that heart-of-oak by the disarmament agreement of 1817. Yet the tree lived in the acorn it had dropped. The first green shoot appeared in 1866, when the lake schooner *Eureka* and timber tugs like the *W. T. Robb* of Dunnville were pressed into service, and, manned by volunteers, drove the Fenians back over the border. A permanent Canadian navy was yet unthinkable; but the Statute of Westminster made it possible and the Second World War made a new and far mightier oak an actuality.

The Bulletin Board

Medical Branch Organization

Effective August 1, 1951, the officer structure of the medical branch will be divided into four sections: Medical Officer (Surgeon Lieutenant); Medical Administrative Officer (MAO); Nursing Officer (MN); and Medical Technical Officer (MT).

Provision will be made for branch officers in the medical administrative and medical technical sections for which the rank title will be Commissioned Officer (MAO) and Commissioned Officer (MT), respectively.

Serving wardmaster officers, officers of the nursing branch and pharmacists who are now officers of the special branch, will be transferred with present seniority in rank to the appropriate rank under the new organization.

It is intended to introduce a salmon pink distinguishing cloth to be worn with rank lace in the case of officers of the (MAO), (MN) and (MT) sections. Until a stock of the

new distinguishing cloth becomes available, officers in the new branches will continue to wear the old color distinguishing cloth.

The Medical Administrative Officer normally will be the divisional officer of men of the medical branch.

Requirements Eased for Aircrew Entry

A new and broadened scale of requirements has been drawn up for the entry of aircrew officers into the RCN on seven-year appointments.

Young men between the ages of 18 and 23 years may apply. Junior matriculation or equivalent standing in English, Mathematics, Science and one other subject are the academic qualifications, while candidates must be unmarried and medically fit for aircrew duties. Men now serving in the RCN may apply provided, in addition to qualifying in the above-mentioned respects, they have had at least 12 months' favorable service.

Recruits will be entered in the RCN as midshipmen. Aircrew aptitude tests will be conducted at the RCAF Station, Crumlin, Ont., to determine whether a candidate will train as pilot or observer.

The midshipmen will then undergo one year's basic naval training, spending eight months at sea in one of HMC ships and four months ashore in an RCN training establishment.

The next stage consists of flying training. Pilots will go to RCAF Station Centralia to work up to wings standard. Upon graduation, they will be sent to the United Kingdom for operational and deck landing training. Observers will take their course in the United Kingdom as soon as they have completed the one year basic naval training.

Aircrew midshipmen may be promoted to the rank of acting sub-lieutenant upon completion of the one-year basic naval training. After serving their seven-year appointment, these officers will be considered for transfer to the permanent force of the RCN. This is in accordance with current policy which has established the short service appointment as a recognized avenue for entry into the RCN.

Allowances for Meals on Trains, Ships Raised

The rates of reimbursement for meals on trains or ships in Canada have been increased as follows:

Breakfast.....	\$1.65
Lunch.....	2.00
Dinner.....	2.35

Meal ticket rates now are:

Breakfast.....	\$1.50
Lunch.....	1.80
Dinner.....	2.10

Gratuities—Sleeping Car or Parlor Car Attendants

Officers and men travelling by rail at Government expense are entitled to claim reimbursement for actual and reasonable expenses in respect of gratuities paid to sleeping car or parlor car attendants.

Rates of reimbursement will not exceed:

(a) 25 cents for each night and 25 cents for each day or half day when accommodated in a standard sleeping car;



High above Halifax Harbour fly two Avenger aircraft newly modified for carrier-borne anti-submarine duties in the RCN. (DNS-5353).

(b) 25 cents for each complete period of 24 hours when accommodated in a tourist sleeping car; and

(c) 25 cents for each day a seat is provided and occupied in a parlor car.

Training of 3rd Class Non-Substantive Rates

During the current recruiting period, the enrolment numbers of seaman branch personnel of the Halifax Home Port Division have exceeded those of the Esquimalt Home Port Division.

In order that the largest possible output of 3rd class rates may be achieved, it has been decided that schools and training centres undertake the training of 3rd class rates regardless of home port division.

Halifax Home Port Division men who are marked trained on the East Coast will undergo 3rd class courses in Halifax, while Esquimalt Home Port Division men who are marked trained on either the East or West Coast will take 3rd class courses in Esquimalt.

Halifax Home Port Division men who are marked trained on the West Coast will train on the West Coast up to the capacity of the training centres and the overflow will be drafted to Halifax for qualifying courses.

Naval Assistance To University Students

Final year university students in any faculty may be accepted for a career in the Regular Force of the Navy. Students will be entered with the rank of acting sub-lieutenant and will receive the pay and allowances of that rank until graduation.

Candidates will be limited to personnel of UNTD; RCN(R) officers and ex-naval officers of Commonwealth navies and their reserve forces; RCN(R) active list men, except for executive branch; and for the medical branch only, veterans of any service.

Applications from candidates should be made through the Commanding Officer of the appropriate naval division or University Naval Training Division and forwarded to Naval Headquarters. During summer training, application may be made through the Commodore, RCN Barracks, Halifax or Esquimalt.

Officers entered under this order shall obtain the degree required by their branch. Officers who do not graduate will be released.

General Order 4.05/2 contains further information.



Loaded with troops, PTC 706, from HMCS Star, Hamilton, enters Rondeau Harbour to rendezvous with the other MLs of the Great Lakes Training Flotilla taking part in Operation Beaver II. (Photo courtesy The London Free Press).

OPERATION BEAVER II

Great Lakes Flotilla Took Part in Big Reserve Scheme

The Navy's newly formed Great Lakes flotilla of five Fairmiles, under the command of Commander F. R. K. Naftel, RCN(R), commanding officer of HMCS Prevost, took part in Operation Beaver II at Erieau, on Lake Erie, June 16 and 17.

Beaver II, an amphibious landing and paradrop, was the largest tri-service operation carried out in Canada by reserve troops in peacetime, with 1,700 navy, army and air force reserve personnel taking part. In essence, it was an attack on the peninsula of Ontario above the western end of Lake Erie.

Fairmiles were from Prevost, Hunter, Star, York and Griffon.

Nearly 500 army troops were landed on three beaches from the Fairmiles. They stormed the beaches in four waves in army assault craft under naval command.

The first landing was made by a naval landing party of 26 under Sub-Lieut. George Luce. The party "captured" a jetty which controlled the entrance to the harbor where the MLs were to unload the troops. Then the ships cruised into the harbor from behind a smokescreen laid by PTC 716, from York, and disembarked the soldiers.

The amphibious operation was under attack from a squadron of

Harvard and Mustang aircraft, from No. 420 City of London Squadron. Two hours before the landing, permanent force paratroopers from the 1st Battalion, Royal Canadian Regiment, captured an airfield at nearby Chatham to allow friendly air support.

Friendly aircraft based on the captured field theoretically pounded the beaches two hours before H-hour, noon on June 17. Then they became "enemy" craft and buzzed the ships and ground troops with flour bags.

Thirteen assault craft and navy cutters shuttled back and forth with their cargo while under continuous fire. The craft were powered with 50-horsepower outboard motors.

The build-up of equipment and supplies for the operation began two days before. Tanks, trucks, guns, tons of food, tents and bedding, aircraft and naval craft poured into the area for 48 hours.

Brigadier P. W. Strickland, of Chatham, over-all commander of the forces, termed the exercise "highly successful." It was watched by 15,000 spectators.

Captain A. G. Boulton, Director of Naval Reserves, and Commander W. A. Childs, Assistant Director of Naval Reserves, observed the operation.—N.C.

F. C. Aggett Heads NOAC

*Annual Meeting Held
by Dominion Body
in Toronto*

F. C. (Ted) Aggett, of Toronto, was elected president of the Dominion Council of the Naval Officers' Association of Canada at the annual general meeting held June 7-9 at HMCS York, Toronto.

He succeeds Richard W. Underhill, of Vancouver, who remains on the executive of the Dominion Council as past president.

Rear-Admiral V. G. Brodeur, RCN Ret'd, of Vancouver, was named honorary president.

Vice-presidents elected were: B. D. L. Johnson, Vancouver (West Coast); H. W. Balfour, Saskatoon (Prairies); T. D. Kelly, Toronto (Ontario); John Stairs, Montreal (Quebec), and J. A. Fritz, Sydney (Maritimes).

Barry German, of Ottawa, was re-elected Ottawa representative of the Dominion Council and Z. R. B. Lash, of Toronto, and Harry McClymont, of Ottawa, were re-elected honorary counsel and secretary-treasurer, respectively.



F. C. (Ted) Aggett, of Toronto, left, took over the reins as president of the Dominion Council of the NOAC from R. W. (Dick) Underhill, of Vancouver, right, following his election at the annual meeting in Toronto. As past president, Mr. Underhill retains an active post on the national executive.

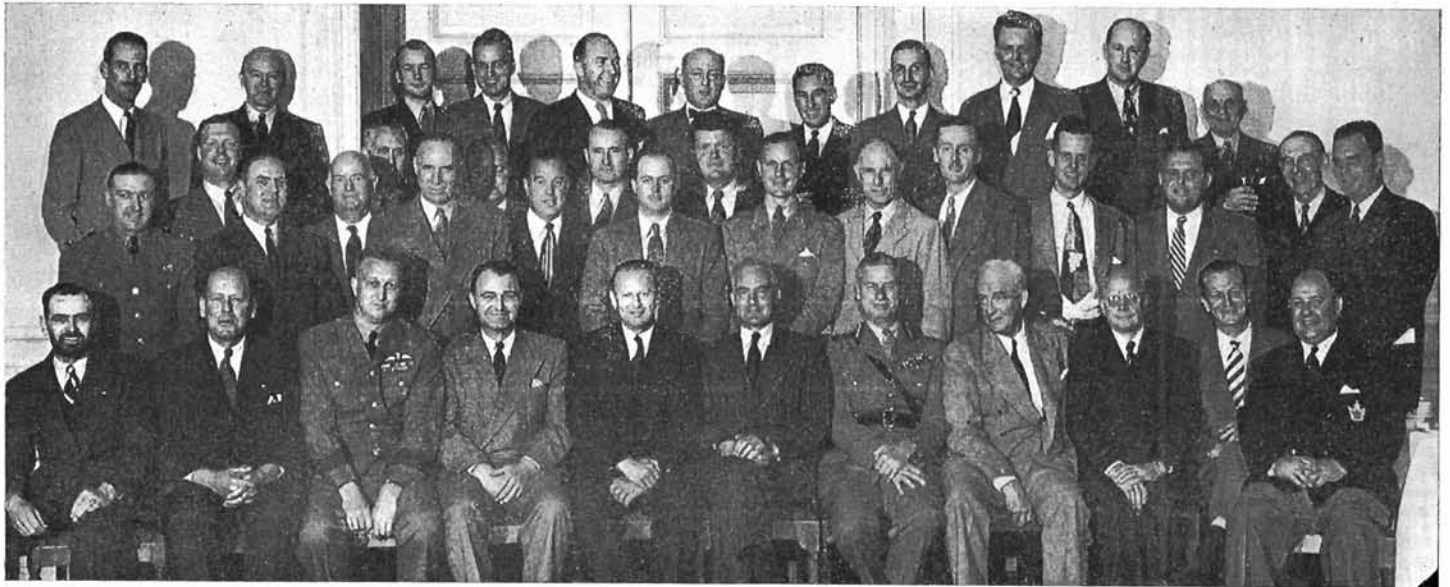
The council's official luncheon was held in the Royal York hotel on June 7. Among the guests of honor was Vice-Admiral H. T. W. Grant, Chief of the Naval Staff. Various other functions, including a reception at York and an informal dinner and dance at the Royal Canadian Yacht Club, were held in honor of the visiting delegates by the Toronto Branch of the NOAC and were arranged by a special entertainment committee, headed by William Tennent.

Following the completion of the two-day business sessions, the newly elected executive met on the morning of June 9 to set the council's course for the ensuing year.

In connection with manpower discussions, delegates called upon employers to release employees for reserve training with the naval forces.

The current appeal of the Canadian Naval Service Benevolent Trust Fund for money received the wholehearted endorsement of the council.

(Continued on Page 32)



Officers and delegates at the annual meeting of the Dominion Council of the Naval Officers' Associations of Canada are shown above with guests of honor during a luncheon held June 7 at the Royal York Hotel. Front row, left to right, are: Harry McClymont, Ottawa; F. C. Aggett, Toronto, newly-elected president; Group Captain G. A. Hiltz, RCAF; Captain F. R. Base, RCN(R), Toronto; R. W. Underhill, Vancouver; Vice-Admiral H. T. W. Grant, Chief of the Naval Staff; Major-General H. D. Graham, General Officer Commanding, Central Command; Barry German, Ottawa; E. R. Brock, Winnipeg; R. A. Judges, Montreal, and William Tennent, Toronto.

Second row: Lieut.-Cdr. L. D. M. Saunders, RCN; J. M. Dowler, Calgary; Willard MacKenzie, Halifax; B. D. L. Johnson, Vancouver; R. B. Warwick, Montreal; A. W. Baker, Guelph; F. W. B. Doherty, Ottawa; H. W. Balfour, Saskatoon; G. A. Rotherham, Toronto; Keith McCaffrey, Port Arthur; Fergus Cross, Halifax; H. Stirling Maxwell, Montreal; B. W. Greathed, Victoria; D. O. Hunter, Calgary; J. S. James, London; James Farmer, Windsor, Ont.; Arthur Pedder, Kingston, and G. Kernohan, Toronto.

Third row: Z. R. B. Lash, Toronto; F. Price, Quebec; Jack Leitch, Toronto; W. Lord, Toronto; E. F. Fox, Vancouver; W. E. Simpson, Halifax; F. J. Heatley, Saskatoon; H. W. Dadson, Winnipeg; J. C. Finley, Sydney; G. Elkin, Saint John, N. B., and A. T. Hall, Regina. David Bean, delegate from Kitchener-Waterloo Branch, is absent from the photo.

PORT LOOKOUT

by CPO F.A.J.

AS Harvey struggled to grasp the life-lines of the raft he felt a sombre, almost suffocating stillness in the air and sea about him — a stillness now broken by the splashing of swimming men, and the anguished cries of the badly wounded and drowning. How different from one short hour ago, when the calm silence of the sea was broken only by the throbbing of the ship's engines and the hum drum of voices of men on watch on the bridge and at the forward gun.

He could see it all again . . .

He lowered his glasses, to wipe the tears from his eyes, tears caused by the strain of continually watching for some sign of the enemy. In his port lookout position below the bridge he knew he could not be seen. Besides — weren't they through the danger zone and the convoy almost over? Tomorrow night he would be ashore, looking up old friends.

His mind wandered as he thought of the pleasant things to come.

"I wonder if they will give us leave? The Captain said he could almost guarantee that we would get it. Bill will be able to see his son . . . Doesn't seem like we've been away for a year . . . I wonder whether George will marry that girl he is always talking about? . . . Thought I saw something over there about Red 8-0 . . . better have a look . . . Couldn't have been anything, probably a piece of wood . . . I wonder if there'll be a board for leading seamen this time in? . . . Looks like a porpoise, they like following the wake of . . ."

A sudden crashing roar filled the air. Harvey felt himself thrown violently down. Then came another, louder than the first, and all went black . . .

As he pulled himself up on the raft, Harvey could see Bill lying half in and half out, his right leg gone and the stump bleeding badly. Just before closing his eyes Bill looked at him and tried to say something. Harvey thought about Bill's son, and then heard a cry off to the left. It was George, disappearing under the oily slick, or it looked like George — he couldn't be sure — Harvey was too tired to help him. Then again came that

Sailor-Authors

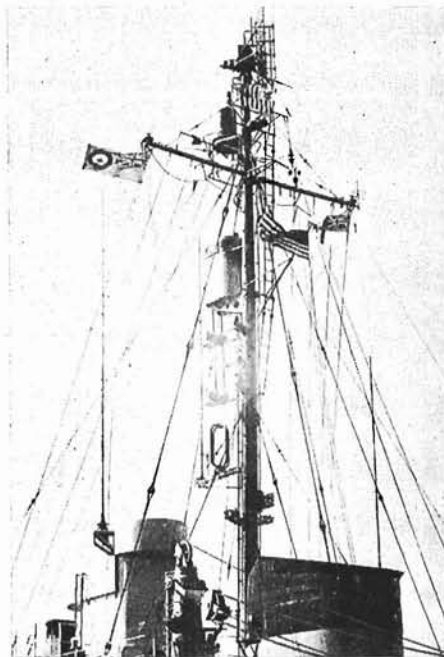
Out of the RCN Preparatory School at Esquimalt have come the two literary efforts printed here. In the course of the school's curriculum, the students are required to write a short story. "Port Lookout" was produced by a chief petty officer and, besides being a good piece of writing, contains a worthy moral.

In "All So Simple" a petty officer records the thoughts and ideas that run through his mind as he tries to fasten on a suitable subject for his short story.

In the Prep School selected personnel from the "lower deck" are provided with the academic training required to qualify them for commissioned rank. The authors were members of the second class to go through the school since its inception.

terrible silence. All was now still — no voices — nothing.

Slowly Harvey slipped down the side of the raft, as he had slipped down behind the break of the flag-deck, only this time it was much farther down . . .



When the U.S. Coast Guard icebreaker Eastwind left Halifax after a recent visit, she sailed down the harbor wearing the White Ensign and RCAF Ensign, as well as her national and service flags. It was her way of expressing thanks to the two Canadian services for the hospitality they had shown her in Halifax. (HS-14444).

ALL SO SIMPLE

by PO J. D. O'N.

Effect Sought:—

A Student's Mind On Being Told That He Must Write A Short Story.

"Today the class will write a short story."

It struck a note. Somewhere in the dim recesses of my mind a bell, a very small bell, tinkled. Gradually thoughts began to marshal themselves, disorderly at first, like milling men on the edge of a parade square just before "fall in":

Well, it seems easy enough — all I have to do is to fall them in. Just like a mathematical problem — insert the necessary data, turn the crank and out comes the answer. Yes, simple enough indeed.

Choosing a plot will prove a mere fundamental. Now, let's see — a horror story is always a good stand-by. Ah! "The Case of the Mutilated Cook," or, "Bumper Bean Crop Solves Navy's Menu Problems." No — it's bad enough having to eat them without writing about them.

Adventure? DaGama, explorer extraordinary . . . Columbus, bravely sailing off into the unknown . . . Steve Canyon, dashing hero of fluttery females . . . the mysterious Congo, land of steaming jungles and sweating Sahibs . . . seems like a fruitful yield but much too technical. Travel! With a little flannel it might do. Romance? — hardly. A sob story — play on the emotions, wrench hard hearts and reduce soft souls to tears — the moving melodrama of a homeless, grubby, little waif. Shows promise.

Yes that's it — a sob story. Now, local colour, setting, introduction, resolution, climax, conflict. Ye gods! the little brat is only 5½! Sorry, Herman, some other time.

Man, man, where's the time going? Fifteen minutes left. Caesar! Caesar and his legions marching triumphantly through Gaul, armor and weapons shimmering in the sun. The victorious Roman eagle . . . Not enough time to develop it properly. Think!

Ten minutes left? Ten minutes and not a scratch. Put down something — a sentence — a word — anything! Ten minutes!

"Today the class will write a short story."

Afloat and Ashore

PACIFIC COAST

HMCS *Sioux*

In the month of May the *Sioux* spent 26 of 31 days at sea and steamed just 48 miles short of an even 8,000. The 8,000 mark would have been exceeded easily but for the fact that on two occasions the ship was hove-to for bombarding and spent three nights at anchor as AA guard for minesweepers.

The first of the two bombardments was directed at suspected troop concentrations and gun emplacements, while the second was in support of a Royal Marine landing party from HMS *Ceylon*.

During a stay at Kure, Japan, for a maintenance period, *Sioux* personnel met up with a large number of Canadian troops. AB Maurice G. Howson located his cousin, Pte. Fred W. Paul of the PPCLI, and the chiefs and petty officers were entertained by the sergeants in their mess.

Lieut. Neil Norton of Vancouver was congratulated recently for his ship handling by a USN admiral in the cruiser *Los Angeles*, after he had taken the *Sioux* alongside the American ship while under way in order to transfer mail. Commander P. D. Taylor is giving his officers practice in this operation to ensure they can carry it out in the event of his absence. The scheme was started following an occasion on which Commander Taylor transferred by jackstay for a conference and one of the other officers had to handle the ship.

Ordnance School

Once again the Ordnance School played host to wives of officers and men of a returning ship. This time it was HMCS *Ontario*, coming home from her Australian and New Zealand cruise. Since her return, many familiar faces have been seen around the school, each man with his own story to tell of experiences "down under."

The school's baseball team has

recorded one win (by default) over MTE "B", one tie with MTE "A" and one close defeat at the hands of the Electrical and Regulating Squad.

Communications Training Centre

With the summer training program under way, the Communications Training Centre has become increasingly active. By the end of June, two second year cadet classes and one for RCN(R) officers had completed courses at the centre. Under instruction were one first year cadet class, one RCN sub-lieutenants' refresher class and one RCN(R) communicator visual course. Two additional cadet classes got under way June 25.

The instructional staff at the centre includes CPO Alfred J. Andrews, chief instructor; Petty Officers David G. Larkey, Trevor G. Reading, Alexander D. Ireland, Robert A. Stewart and Ronald A. Tucknott.

Recent drafts involving communications personnel on the west coast saw PO Edward T. Keays go to Naden from the Cayuga; PO Albert E. Bouchard to the Athabaskan from Tecumseh, and Ldg. Sea. Gordon J. Smith to Naden from Aldergrove.

Aldergrove Radio Station

The five-gun frigate "HMCS *Sans Eau*" was commissioned at Naval Radio Station Aldergrove under the command of Admiral Gary Carr (five-year-old son of PO Gordon Carr) as the station's contribution to the local 24th of May parade.

The radio station's "Crowsnest" correspondent reports:

"Vice Admiral (Ldg. Sea.) Gordon Smith, complete with red beard, was press-ganged for the occasion to act as Flag Officer Second in Command. The *Sans Eau* was commissioned to hunt down and destroy pirate craft preying on local vessels operating in the Channel of Jackman Road and the large stretch of water known as the Trans-Canada highway.

"The ship was a three-masted square-rigged frigate. Her armament included five soil pipes powered by .303 rifles firing blanks, fitted in two movable broadsides of two and three



HMCS *Cayuga* sails out of Esquimalt harbour, bound for her second tour of duty in the Korean theatre. The ship departed June 19 and was scheduled to relieve HMCS *Nootka* in mid-July (E-15573).

guns each. Secondary armament consisted of four cutlasses (carefully stowed in scabbards to save wear and tear on the children).

"On a clear day the ship hoisted and proceeded (powered by truck # 1340 under her hull). While beating back and forth in the proximity of Elks Hall light, one interesting fact was discovered on the performance of sailing ships. Contrary to the Manual of Seamanship, it was proved that this sailing ship could go astern.

"On the ship's nominal list were borne: as gunners, Ldg. Sea. Douglas Dickson and AB Barry Murphy, and as apprentice seamen, PO Lindsay Sheppard, PO William Kitchin and AB Gerard Reitsma. Gary Carr, Gary Sheppard, John Lang, Bruce Waters and Billy Waters, all sons of station personnel, made up the rest of the working hands. George McAdam, motor transport driver, was Chief Quartermaster.

HMCS Ontario

During the Ontario's visit to Prince Rupert in June, 15 cadets of the newly formed Captain Cook Corps, attached to HMCS Chatham, were afforded the opportunity of taking part in the ship's routine for a day.

Attending divisions Sunday morning, the sea cadets fell in on the quarterdeck and were duly inspected by Commodore H. F. Pullen. Following divisions, they were shown around the ship by members of the training staff. The power driven Boffin mountings appeared to offer the greatest fascination, as each of the cadets took his turn operating the gun.

A visit to the canteen, where they received free soft drinks and chocolate bars, was followed by a continuation of the tour. At noon the cadets sat down to a chicken dinner, with ice cream for "duff." The boys "dished up" themselves and were unanimous in their enthusiasm for this brief taste of navy life. — *D.D. McC.*

TAS Training Centre

"Exercise Shift" was carried out in the centre recently when the staff and the equipment were moved from the torpedo building to the detection section. The change was made to enable the torpedo school to undergo a general face-lifting and alteration of office and classroom space.

Despite the current premium on space, the training syllabus is being carried out on schedule. Now under instruction are a class of TD2s and two classes of RCN(R) Cadets.

Sports activities have increased and



This business-like looking group is composed mostly of members of a landing party sent ashore from HMCS Nootka to obtain information at an advance South Korean intelligence headquarters on Korea's east coast. The photo was taken at the army post and includes some of the ROK troops stationed there. In the photo are:

Front row, left to right: AB Blake Marshall, Parry Sound, Ont.; Ldg. Sea. Paul Melanson, Rockingham, N.S.; AB Art Wilson, Hamilton, and PO Lloyd Kirkpatrick, Saint John, N.B. Second row, kneeling: AB Charles Carmichael, Truro, N.S.; Lieut. Ou, ROK Navy; Lieut. Anthony Slater, Toronto, officer in charge of the landing party. Third row: ROK officer, PO Guy Dodsworth, Bedford, N.S.; Ldg. Sea. Harvey MacCausland, Charlottetown; PO Edward Randall, Halifax; PO David Martin, Montreal and Dartmouth; ROK soldier; AB William Stokes, London, Ont.; ROK soldier; AB Charles Milks, Windsor, Ont.; PO Cecil Brown, Swift Current, Sask.; Ldg. Sea. Norman Austin, Callander, Ont., and Dartmouth, and two ROK soldiers. (NK-682).

the TAS and Electrical branches have combined to form a team which at The "Crownsnest" deadline had won one game and tied another. — *G.R.F.*

ATLANTIC COAST

HMCS Nootka

While the Nootka has been in Pacific for going on eight months, she still considers herself as belonging to the Atlantic — and, in fact, will be in her home ocean before long, heading back to Halifax.

After six months service in the Korean campaign, the Nootka was relieved by the Cayuga in mid-July and turned her bow eastward.

Her last two months in Korean waters were eventful ones for the Nootka. During a patrol off the east coast in May, the ship fired more than 1,500 rounds of 4-inch ammunition in bombardments of enemy targets; the motor cutters were put to use as improvised minesweepers, and a commando-type landing was attempted.

The cutters were employed as sweepers in order to clear a channel for the ship to proceed closer inshore to bombard a railway bridge. The landing got no further than the beach because of resistance encountered from a local garrison. However, the party obtained intelligence which proved useful in the selection of bombardment targets.

May 24 marked the passing of six months from the time the ship left Halifax. During this period her ship's company had many experiences, seen a lot of new sights and learned a great deal about destroyer life under wartime conditions.

The navigating officer, Lieut. Allister Miller, had plotted the ship's course safely through 50,000 miles of sea, which had not been entirely devoid of navigational hazards.

Though most of the crew is looking forward to getting home, at least two men, ABs Arthur Wilson and Howard Boucher, have expressed a desire to stay on in the destroyers serving in the UN fleet.

The ship's company was increased by one with the arrival on board of Rummy, a young fellow of uncertain ancestry who joined the ship at Kure, at the invitation of AB Frank Noyes, one of the cooks. The dog had a hard time of it on his first trip to sea but since then has been making out famously. — *J.S.K.*

HMCS Shearwater

On Thursday, June 14, the commanding officer, Captain E. W. Finch-Noyes, inspected the ship's company for the last time in an impressive ceremony which consisted of ceremonial divisions, march past and a fly past by aircraft of the 30th Carrier Air Group, 31st Support Air Group and No. 1 Training Air Group. The

Captain inspected a special Guard of Honor composed of chief petty officers. During the march past, types of motor transport peculiar to the air station drove past the saluting base.

On completion of a most impressive fly past, all aircraft landed and the Captain inspected them and said farewell to the pilots.

The ceremony was open to all members of the ship's company and their families. A number of guests, including Rear-Admiral E. R. Main-guy, Flag Officer Atlantic Coast, attended.

Electrical School

The Electrical School is bulging with men under training. Two more radio technician courses and a course for petty officer electrical technicians 4th class began in June.

Lieut.-Cdr. (L) Fred Palmer, formerly electrical officer in HMCS Cayuga, has replaced Lieut.-Cdr. (L) J. A. M. Lynch as senior instructional staff officer (electronics), the latter taking up an appointment at Headquarters.

Lieut. (L) J. G. Hutcheson and Lieut. (L) G. G. Crosswell left the school on June 14 for a year's course with the USN at Jacksonville, Florida.

The school's softball team is picking up where it left off last year when it won the inter-part championship. To date, the electricians are unbeaten in three games.

HMCS La Hullose

Task Group 213.1, with HMCS La Hullose as senior ship, returned to Halifax June 21 after the first of three scheduled month-long trips to the United Kingdom as part of this summer's cadet training program. Other ships in the group were the Swansea and Crescent.

During the eastbound passage, all ships engaged in evolutions, practice shoots and anti-submarine exercises. Competitive drills in which the ships engaged before departure proved their worth, the cadets quickly showing the benefit of this type of training.

First port of call was Portsmouth, where the ships arrived May 30 to find HMS Excellent assigned as host ship. The cadets were taken on conducted tours of the various schools at the naval base and, with members of the ship's company, took advantage of the opportunity to visit HMS Victory.

At Whale Island the three ships' companies attended divisions as guests and watched a field gun's crew go through its paces in pre-



HMCS Swansea won the Cock o' the Walk in a regatta held by the East Coast Training Flotilla at Invergordon, Scotland, during the first UK cruise this summer. In the top photo, the Swansea' war canoe crew cheers triumphantly after defeating the boats from the Crescent and La Hullose. By tradition, the coxswain of the winning boat was tossed overboard after the race. The photo at right shows the Swansea coxswain, Ldg. Sea. James Blackwell, of Sudbury, being helped aboard after his ducking. (LAH-067 and 064).



paration for the Royal Tournament.

While at Portsmouth, 48-hour leave was granted and the Festival of Britain proved the top attraction. Some of the more fortunate also managed to get a glimpse of the dress rehearsal for the Trooping of the Colour at the Royal Tournament.

The group regatta was held at Invergordon, Scotland, and the fact that HMCS Swansea wears the "Cock o' the Walk" at her masthead needs no elaboration.

Rosyth was the next and last port of call, with the stay there marked by visits to Edinburgh and its famous castle. It was here, too, that the stokers defeated the seamen and the supply bos'ns took the measure of the wardroom in a sports meet. The cadets held special competitions within their ranks.

HMCS Swansea

May 21 marked the beginning of the Swansea's summer cruises in company with the La Hullose and Crescent. The cruise was completed June 22 after visits to Portsmouth, England, and Rosyth, Scotland. Cadets and ship's company were

granted two days' leave during the stay in Portsmouth, which gave them an opportunity to visit outside cities and points of interest in England.

During 22 days spent at sea, exceptionally good weather was experienced, permitting ample opportunity for evolutions and general drills. A regatta was held while the ships lay at anchor in Invergordon, Scotland. In both the regatta and seamanship drills, under the direction of Lieut. W. A. Manfield, first lieutenant, the Swansea won the Cock o' the Walk.

The return of the Training Group to Halifax in June was a welcome respite, augmented as it was by the reunion of many of the officers and men with families and friends.

Two more cruises to the United Kingdom are on the summer schedule, featuring short stays in Belfast, Ireland and Swansea, Wales. Portsmouth remains the initial port of call on each cruise. — J.K.

HMCS Whitethroat

The Whitethroat took time out from her usual operations with Seaward Defence during June to salvage a Sea Fury aircraft which was ditched earlier in the month about 30 miles off Jeddore Head, N.S. The pilot had escaped unhurt.

The approximate location of the wreck had been marked by buoys during previous attempts at salvage by other ships, and the plane was soon found with a chain drag hauled between two motor cutters.

The Whitethroat then manoeuvred into position and Lieut. (E) E. D. Thompson of the Underwater Training Unit, working at a depth of six fathoms, secured a hoist on the aircraft and it was brought aboard the minelayer. Lieut. (E) W. J. Bryan, technical officer from Shearwater, figured in the salvage.

The whole operation occupied the best part of a day and the following morning the wreckage was removed to Halifax for investigation.

The Whitethroat had her first christening June 10 when Janet Grace, infant daughter of Lieut.-Cdr. Ernest Cassels and Mrs. Cassels, was baptized by Chaplain (P) Cyril Earle of HMCS Magnificent. Godparents were Lieut.-Cdr. R. S. Hurst, commanding officer of the minelayer, Miss Grace Brooks and Mrs. Gertrude Harris, all of Halifax. — M.P.D.

Communications School

Two classes of communicators, CV37 and CR38, completed their basic courses in mid-June. Graduates of CV37 have been drafted to ships in the Atlantic Command while those of CR38 have dispersed with drafts to various ships on both coasts.

Reserve personnel have been arriving at the school in ever-increasing numbers, most of them for instruction periods varying in length from two to three weeks.

CR43, who have yet to lose a ball game, are presently leading the Communications School's softball league.

PO Jerome Kay has arrived from Albro Lake to become instructor of CV43. Congratulations this month go to A/Commissioned Communications Officer C. J. Scott, recently promoted from CPO and appointed to the school's staff.

HMCS Brockville

During the Halifax-Marblehead yacht race in early July, the Brockville served as guard ship for the competing boats, transmitting their positions from time to time and keeping an eye on their safety. The ship was under the command of Captain W. E. S. Briggs.

The sea training program got under way following the arrival of instructors from Scotian and HMCS Queen, Regina, and the first class of trainees from HMCS Donnacona, Montreal. Forthcoming cruises will take the Brockville to Bermuda and Montreal.

Sub-Lieut. R. T. Murray, RCN(R), has left the ship for Stadacona in order to attend a divisional course. His post as First Lieutenant has been taken over by Lieut. J. A. MacLellan, RCN(R).

The softball team did not fare too well in its first contest, dropping a 12-5 game to the Mechanical Training Establishment.

HMCS Portage

After an extended refit in Saint John and a short spell in the dockyard to complete work, the Portage once more "girded her loins" to deal with the requirements of active duty.

First undertaking was a "shake-down" cruise to Bermuda to take advantage of the better weather in cleaning up and straightening out the ship and to brush up on drills. Starting at 0630 each morning, everyone pitched into the work and time was

Dockyard Thanked in Cayuga Message

The men whose work often goes unsung were remembered when HMCS Cayuga sailed from Esquimalt June 19 for her second tour of duty in Korean waters.

They were the dockyard "mateys" who refitted and reconditioned the destroyer during the 10 weeks she was back in Canada.

To the Superintendent of HMC Dockyard, Captain (E) B. R. Spencer, went the following signal from Commander James Plomer, commanding officer of the Cayuga:

"On leaving for operations the ship wishes to thank wholeheartedly the entire dockyard staff for the immense effort that has gone into the task of preparing this ship for her mission.

2. The personal interest taken in the ship and the very considerable craftsmanship employed have been exceptional.

3. The men that forge the weapon are every bit as important as those that wield it, and this has made a strong bond between ship and shore.

4. We will do our best.

left every afternoon for swimming and relaxation.

Following this came a three-day spell in Halifax to store for a three-week trip in company with HMCS Wallaceburg to New London, Conn., and the Bay of Fundy for anti-submarine exercises.

During the ship's stay in New London, every facility of the base was extended to the crew by the USN. Also during the visit, opportunity was found to play a softball game with the Wallaceburg, the pounding Portages winning by a decisive margin.

After stopping overnight on June 16 in Saint John, the ships made a rendezvous with the Dundalk for fuel and stores before being joined later by HM Submarine Thule. Unfortunately, fog precluded exercises in the bay and the group moved out to the Gulf Stream for the remainder of the week.

HMCS Portage now lays claim to the Algerine Blue Ribbon for the Atlantic Coast, having last year defeated the New Liskeard and this year the Wallaceburg during full power and fuel consumption trials.

There have been a number of changes in the ship's company recently. Among them, Lieut. R. A. Beach and Lieut. C. W. Fleming have left for new appointments.

HMCS Micmac

During the month of May and early June, the Micmac was attached to HMCS Magnificent as plane guard while the latter carried out flying training and anti-submarine exercises with HMS Thule off the East Coast.

Heavy fog necessitated cancellation of a number of scheduled flying exercises. However, the destroyer made good use of these periods to carry out other forms of training.

In July the ship was alongside for the annual leave period and preparations for the Mediterranean cruise.

TAS School

In June the TAS School was host to a number of visiting delegations. A group of officers and men from the destroyer USS Robert A. Owens was shown around the school and a return visit was made by TAS School personnel to the USN ship. The nursing officers from the RCN Hospital, Halifax, made a tour of the school to familiarize themselves with TAS training facilities. Earlier a group of officers from the visiting French frigate L'Aventure was shown around the school.

The first class of 50 UNTD cadets commenced a short course at the TAS School and as the summer training program progresses additional cadet courses will be conducted.

A new addition to the staff was Commissioned Gunner (TAS) J. Perreault, formerly of HMCS Crescent.

The school's softball team made its debut in the inter-part softball league with a triumph over the Supply Branch.

Albro Lake Radio Station

The Admiral's inspection of the station and personnel on June 22 had all hands pitching in as they prepared for the big day.

Radio message reception records continue to be set and broken almost daily, with each of the four watches trying its hardest to outdo the others for top honors. Currently, the record for the most traffic copied in a single watch stands at 121 messages but by the time this copy of The "Crowsnest" has gone to press that figure will probably have been exceeded by a considerable margin.

At the station's married quarters, work goes on apace, landscaping and construction of cement walks being the big items at present. Work is well under way on both these projects and, when completed, the site will

be one of which the residents can justly be proud.

With summer here, Albro's bathing beach is receiving more than a little attention. The reason for the increased activity is that the existing beach, made by station personnel back in '43, has proved much too small to accommodate all those who would bask in the sun or swim in the cool, clear water of the lake.

It was decided, therefore, to enlarge the beach, which meant a lot of back-breaking work clearing away the underbrush, levelling the ground and transporting sand from the seashore—a distance of roughly ten miles. A dump truck has been made available for this purpose but the work itself is being done wholly by Albro personnel in off-watch hours. Great progress has been made and soon the job will be completed. All personnel and their dependents owe a vote of thanks to this hard-working group. — J.T.M.

NAVAL DIVISIONS

HMCS York (Toronto)

The Women's Naval Auxiliary presented a pair of bookends to Ldg. Sea. Gordon Spiker on May 31 for his having been chosen the best hand aboard York during the year.

The annual visit of United States Navy Reservists from Rochester, N.Y., took place on July 7 and 8. Boat races, a buffet supper, a ball game and a dance on the drill deck were included in the two-day program arranged for their entertainment.

On Sunday, June 3, more than 300 officers and men from York participated in the Toronto Garrison Church Parade. York's detachment was in the charge of Commander R. I. Hendy. The parade, attended by members of active and reserve units of the Navy, Army and Air Force, was the largest held in Toronto since the end of the war. — H.G.E.

HMCS Discovery (Vancouver)

Trophies won by Discovery's whaler crew at the Gorge Regatta in Victoria May 24 were presented by Captain A. G. Boulton, Director of Naval Reserves, to Midshipman Malcolm Matheson, stroke of the winning squad, during the former's visit to the division.

Discovery's boat won both the whaler final, defeating HMCS Malahat, and the open race, in which she beat 11 other craft.

For Midshipman Matheson, the regatta victories practically coincided with another banner event, he having been promoted from able seaman to "middle" just two days before. Recommended as a CW candidate while taking a 15-month RP3 course in the division, Matheson qualified in all respects and, following a final selection board, was promoted to midshipman.

Discovery now has her own training ship, PTC 724 having been transferred from Esquimalt to the Vancouver division.

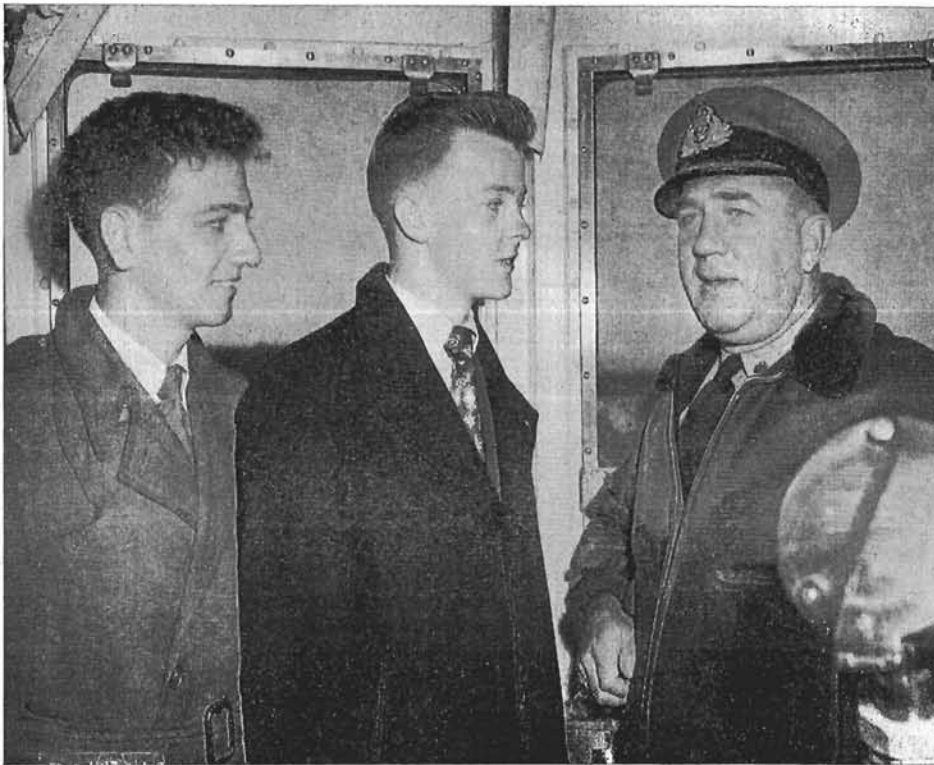
HMCS Hunter (Windsor)

HMCS Hunter's gunnery class has been declared winner of the divisional shield for proficiency over the 1950-51 training season.

The division, under Lieut. T. A. Tarleton, won two out of three of the bi-monthly competitions during the winter. Attendance, drill, smartness on parade and efficiency in divisional work were the basis of the award.

The trophy was presented to Ldg. Sea. William Dear, leading hand of the gunnery class, by the commanding officer, Commander W. A. Wilkinson, at divisions June 11.

Social activity in the chief and petty officers' mess closed for the summer season with a party at which the non-commissioned officers of the Windsor Regiment were entertained.



Three Halifax high school students were rewarded early in June with a trip to sea in HMCS Magnificent for their efforts in preparing vocational guidance books on the Navy as a career. Two of them, Bert McIsaac and Colin Evans, are shown chatting with Commodore K. F. Adams, commanding officer of the Magnificent, on the carrier's bridge. (HS-14677).

In the seamen's mess, work has been completed in re-arranging the bulkheads to provide a new recreation room with billiard and ping pong tables. The same renovations provided the chief and petty officers with additional mess space.

In recent weeks the wardroom has made farewell presentations to several officers who have transferred to the RCN. These include Lieut. (SB) Graham Holland, Sub-Lieut. Rowland B. Marshall and Sub-Lieut. Thomas Smith, this year's senior cadet in the UNTD of Assumption College.

A sailing club has been formed and is busy training with whalers and dinghies at Barr Harbour. — *R.M.P.*

HMCS Cabot

(St. John's)

HMCS Revelstoke, tender to Cabot, recently made a week-end cruise to the north coast of Newfoundland and visited Port Union and Harbour Grace.

The first annual meeting of the Navy League of Canada in Newfoundland was held in Cabot on June 8. The following day, visiting Navy League officials and 15 Sea Cadets were taken on a cruise to Bay Bulls.

On Battle of the Atlantic Sunday, the ship's company was inspected by Commander Harold Garrett, commanding officer, at divisions, following which there was a march past and church parade.

CPO Eric Graham and PO William Andrews embarked on another recruiting tour of Newfoundland and again found a favorable response from the young men of the tenth province. — *J.F.S.*

HMCS Chippawa

(Winnipeg)

The month of June saw the conclusion of the winter training season at HMCS Chippawa, with the final parade of the ship's company taking place June 3. After this date, training of re-entry personnel was discontinued for the summer while new entries continued training until June 26, when members of the class were rated able seamen on the successful completion of examinations. Composed of 13 men, it was the largest group of graduating ordinary seamen at Chippawa since 1945.

One officer and five men from Chippawa travelled to HMCS Griffon to help man the Port Arthur division's Fairmile for Exercise Beaver II.

The division's summer boat training program is in full swing, with a harbor craft, two whalers and a

service dinghy being employed.

Lieut.-Cdr. W. G. Brockie, who was transferred recently to Montreal in his civilian employment, was succeeded as Executive Officer by Lieut.-Cdr. L. B. McIlhagga.

Two successful dances in June wound up social activities for the season. One was held in the chief and petty officers' mess June 9 and the other June 16 for the entire ship's company. — *L.B.McI.*

HMCS Donnacona

(Montreal)

HMCS Donnacona has officially completed the season's training program but with the much improved barrack facilities a number of branches are continuing to train new entries in their departments throughout the summer.

In spite of this activity, there is an empty air about the division, due to the departure of many of the ship's company for training at the coast.

A new rifle range is proving a popular spot on Wednesday evenings.

The wardroom welcomed back Surgeon Lieut. Bruce Ramsey, RCN(R), from a tour of operations in the Korean theatre in HMCS Athabaskan. He had volunteered for a summer cruise last year and later found himself in a war. In addition to his verbal accounts of his varied experiences and his many souvenirs from the Far East, he came back with a beard that would put even Santa Claus to shame. — *R.F.D.S.*

CRUSADER CREW HELPS QUELL FOREST FIRE

Crew members of HMCS Crusader turned fire fighters recently, with so much success that they were credited by B.C. Forestry officials with "saving the day" when a raging forest fire threatened the resort town of Mill Bay on Vancouver Island.

While on a training cruise, the Crusader sighted smoke billowing over the hills inshore, and her commanding officer, Commander H. V. W. Groos, ordered course altered to investigate. The destroyer anchored at Mill Bay and a boat was sent ashore under Commissioned Bos'n Alfred Corner to offer assistance. With Commissioned Bos'n Corner were PO Ronald Bennett, of Regina, and PO Lloyd Bergstrom of Victoria, the former with a walkie-talkie radio.

Their offer was immediately and gratefully accepted and within 20 minutes a party of 25 men had been

landed, complete with axes, shovels and rope. CPO Charles Simsey, of Penticton, B. C., was in charge of the party.

Joining force with a small group of civilians fighting the fire, the sailors provided the manpower needed to bring the blaze under control.

Meanwhile, another boat was put ashore. This one was in the charge of Lieut. (S) Charles Crothers, the ship's supply officer. In short order a field kitchen was set up at the scene of the fire and PO James Waller, of Victoria, supervised the preparation of huge quantities of pork and beans and gallons of coffee. Petty Officer O. Holland, of Victoria, organized the making of dozens of sardine and corn beef sandwiches. Pineapple and apple juice and canteens of fresh water also were supplied. In addition, the ship's fund donated 50 packages of cigarettes.

Two walkie-talkies were set up, one in the thick of the fighting and the other at the field kitchen. Communication was maintained with the ship at all times.

PO Eric Crump, Victoria, the ship's medical assistant, was the only medical man on the scene and was kept busy treating minor burns and cuts. PO Mel Padgett, of Raddison, Sask., was in charge of a party detailed to put out small isolated fires which started from sparks which had jumped the fire guards.

Among others who aided materially in the fire fighting were AB David Hill, of Kelowna, B. C.; AB William Dutchak, Winnipeg; AB Alec McCraw, Wishard, Sask; CPO Cliff Mullin, North Vancouver; and Cadets John McKenzie, Campbell River, B. C.; Dick Grant, Rothesay, N. B.; John Peers, Dartmouth, N. S.; Jeff Meek, Montreal, and Bill Law, Winnipeg.

Bouquet for Nootka

As HMCS Nootka neared the end of her six-and-a-half-month tour of duty in the war zone, the destroyer received a message of high praise from the Commander Cruiser Division Five, under whom she had worked during a recent patrol period. The message said:

"The performance of duty of Nootka during her long period of operation in Korean waters has been magnificent and will stand as a challenge to all destroyers in the area. It has been a pleasure to have worked with Canada's fine naval units. Well done to Nootka. God speed and bon voyage."

The Nootka was due to sail from Japan July 19 for Esquimalt and Halifax.



The Navy Plays



Crescent Hoopsters Upset RN Champions

The highlight in sporting events during HMCS Crescent's first of three cadet training cruises to the United Kingdom took place at HMS Caledonia, the Royal Navy training school for engine room artificers at Rosyth, Scotland, when the destroyer's basketball team defeated the Royal Navy team by a score of 32 to 31.

The RN team was the same one that defeated the Magnificent, Huron and Micmac, while on their European cruise last fall. In addition, this same team is representing the Royal Navy shortly in a tri-service round robin in Glasgow.

The Crescent team took a 26-10 lead in the first half but during the last half the RN champs narrowed the score to 32 to 29 with only a few minutes left to play.

Excitement really broke forth then. Some 200 officers and men from Caledonia, displaying no favoritism whatever, cheered equally for both sides when the RN team tossed one more basket to make the score 32 to 31. However, the Canadians managed to cling to their lead until the final whistle.

Members of the Crescent team were: Cadet Palle Kiar, Shawinigan Falls, P.Q.; Cadet Scott Henderson, Halifax; Cadet Cameron McIntyre, North Bay, Ont.; Midshipman David Wolfe, Montreal; PO Sam Iscoe, Montreal; PO Stan Fall, Hamilton; AB Gerry Akesson, Ottawa; AB Norm Drabble, Montreal, and AB Ed Pare, Timmins, Ont.

Earlier, the Crescent's Electrical department team defeated HMS Perseus (aircraft carrier) to the tune of 28 to 9 in an exhibition game at Portsmouth. — J.R.A.

Cruiser's "L" Staff Holds Golf Tourney

CPO William R. (Dark Horse) Hewitt, won top honors during a golf tournament held by the electrical staff of HMCS Ontario at Suva in the Fiji Islands when the "Big O" called there on her South Pacific cruise.

For his achievement, CPO Hewitt received a trophy produced for the occasion by a fellow electrician, CPO Roger R. Curtis.

Those who entered the tournament were Commander (L) H. D. McCormick, Lieut.-Cdr. (L) W. L. Watson, Commissioned Radio Officers F. G. Douglas and S. O. Harding, and Chief Petty Officers M. D. Butt, W. L. Chistrani, R. J. Masse, Hewitt and Curtis.

Shearwater Enters Inter-Service Loop

The baseball, softball and soccer seasons are well underway at HMCS Shearwater and a number of exhibition games have already been played.

The station has entries in what appears to be an excellent inter-service league composed of RCAF stations at Greenwood, Summerside and Chatham, HMCS Stadacona, Cornwallis and Shearwater. Baseball, softball and soccer teams are competing in the league and, where necessary and possible, are given air transport.

Inter-part sailing races have been under way for some time and have produced keen competition.



Shortly before she sailed for the Far East, HMCS Cayuga was provided with a quantity of sports equipment, in recognition of the ship's company's need for recreation during pauses between patrols. PO C. A. R. Irwin poses with some of the sports gear just delivered to the ship. (E-15572).

Canadian Football Team Planned at Cornwallis

Summer sports have been in full swing at HMCS Cornwallis, despite a lack of co-operation on the part of the weather. Leagues are operating in baseball, softball and soccer; tennis enthusiasts are getting their games into shape, while the Canadian football hopefuls are working out under the watchful eye of CPO Andy Chartren, who was recently drafted to the establishment from Shearwater. His experience should be valuable as Cornwallis has hope of entering in the Halifax District League this year.

The base teams are finding lots of competition, both within and without the service. The soccer team, managed by Instr-Lieut. L. Farrington, has made a clean sweep of its matches so far, defeating RCAF Greenwood 6-2 and 2-1 and Stadacona 4-1.

The softball nine has managed an even break, downing Stadacona and bowing 15-3 to Greenwood Flyers.

The Cornwallis entry in the local intermediate baseball loop is showing a .400 average, having won two and dropped three in its first five starts.

A contingent of Cornwallis golfers, headed by Chaplain Harry Pike, took part in the Nova Scotia amateur championship, which was held at The Pines course at nearby Digby.

Ontario's Athletes Busy During Australian Cruise

In spite of the varied tasks and globe-trotting of HMCS Ontario in the past six months, her crew has been active in the field of sports.

During the cruise "down under," the ship welcomed every opportunity to meet representative teams in ports of call and was called on at various times to muster squads for basketball, baseball, softball, cricket, soccer, ice hockey and water polo.

Enthusiasm ran highest, however, when the officers met the ship's company in a softball series that started in Australia and finished in Canada.

Setting for the first softball game was Jervis Bay, Australia, with the ship's company team turned out in maroon and white uniforms while the

wardroom entry appeared on the diamond wearing grey "bags" and blue sweaters. After taking a 4-1 lead in the first four innings, the confident ship's company pulled their star pitcher, PO Cy Henderson, to try out new talent. The move backfired, the officers finding the range to squeeze out a 6-5 victory.

Pearl Harbor presented an opportunity for the return match and revenge on the part of the ship's company. And revenge it was, the wardroom going down to defeat by a 16-6 score.

Final game of the series was played in Prince Rupert June 25. Ship's company turned out the strongest team they could muster and, after opening the scoring in the second inning, didn't let up until defeating the wardroom 12-7.

During the visit to Prince Rupert, the Ontario took on local teams at softball and soccer. The ship's company softball team broke even, losing 3-0 to Rupert Radio and defeating Columbia Celluloids 7-6. The Rupert team won the soccer match 5-3.

Handicap Golf Champs Decided at Esquimalt

The fifth annual handicap championship of the RCN Golf Association (West Coast) was brought to a conclusion on Sunday, June 17, after four days of ideal golfing weather. The newly crowned champion was Capt. (E) B. R. Spencer, while CPO Donald Oxborough won medalist and first flight honors.

To wind up the tournament, a successful get-together of members and lady guests was held in the lower lounge of HMCS Naden. The winners of the various flights were presented with their trophies by Rear-Admiral W. B. Creery, Flag Officer Pacific Coast. The chairman of the association, Instr. Commander G. L. Amyot, opened the ceremony with a few informal words and introduced the Admiral to those present.

First item on the agenda was the presentation of a new trophy to the RCNGA for 54 holes of handicap play on three different courses in the city. This was followed by presentation of the Sports Shop Trophy to the team from Naden for topping the monthly competition with a score of 722. Runner-up was HMC Dockyard with 747, followed by HMCS Ontario with 787. Individual winners and runners-up were:

First Flight — CPO Oxborough, PO Thomas C. Plume.

Second Flight — Lieut. (E) Ray Johns, CPO George E. Harvey.



Instructor Commander George Amyot, runner-up in the fifth annual handicap tournament of the RCN Golf Association (West Coast), tees off on the 9th hole at the Gorge Vale course. Looking on are Ldg. Sea. Frank Barron and CPO Rollo Ferris. (E-15521).

Third Flight — PO Angus Nelson, Lieut. R. G. Tate.

Fourth Flight — Ldg. Sea. Frank Barron, CPO Arthur R. Chamberlain.

Fifth Flight — Lieut. William Hibbert, Lieut. Cdr. (L) Leslie Watson.

Sixth Flight — Sub-Lieut. (NS) Margaret Carson, Cdr. (E) E. N. Clarke. Sub-Lieut. Carson was also ladies' medalist.

The runners-up were presented with towels, to be known as the official RCNGA "crying towels."

The competition saw some fine golf by both the high and low handicappers. Lt. (E) Richard F. Keen and Professor Cook battled to the 36th hole in their third-round match before the latter triumphed. Next pair to fight it out were Commander Dudley King and Commander Amyot, who went to the 34th before the latter was victorious.

On conclusion of the presentation of the prizes, Commander Amyot thanked the committee in charge of arrangements and the management of the Gorge Vale Golf Club for the valuable assistance given. Rear-Admiral Creery then stepped forward to move a heavy vote of thanks to Commander Amyot for his fine efforts in promoting golf within the RCN and expressed his regrets and those of the association on the fact that the west coast golfing fraternity was shortly to lose, with Commander

Amyot's appointment elsewhere, one of its most active members. Refreshments were provided by the catering staff, under the supervision of CPO Frank Elston, chairman of the refreshment committee.

Swim Meet Winners Receive Trophies, Medals

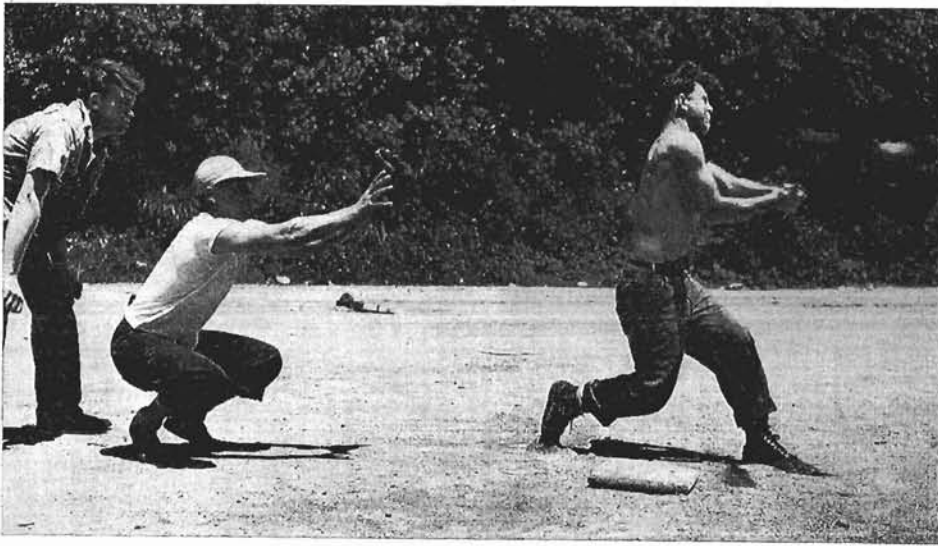
Winners in the first meet of the Nova Scotia Swimming Association received their awards at a ceremony in the Halifax YMCA clubrooms in May. Hugh Noble, Director of Physical Education for Nova Scotia, made the presentations.

The Myers Sport Shop Trophy for high team aggregate went to HMCS Stadacona and was received by PO Mike Bidnock, team captain. He also won the high individual aggregate.

Mac Shatford, donor of the Sports Lodge Trophy for high girls' team aggregate, presented the award to Frances Murphy of Dalhousie University.

Medallions were presented to first and second place winners. Navy swimmers receiving first place medallions were PO George Fry, who won the 60-yard backstroke, and the Navy team which captured the 240-yard free style relay. Members of the team were Sub-Lieut. (S) Jim Gawley, PO Bidnock, AB Robert Leclerc and PO Albert Trepanier.

This August, the association will sponsor outdoor meets in Halifax and Dartmouth.



Ord. Sea. Fred Newman, of Kingston, Ont., wallops a home run in a softball game played by two teams from HMCS Nootka at a UN base in southern Japan. Catcher is PO John Derek, of Toronto and Halifax, and umpire is PO George Boardman, also of Toronto and Halifax. Newman's homer helped his team win by a 13-7 score. (NK-646).

Sioux Defeats Army Team at Japanese Port

During a stay at Kure, Japan, HMCS Sioux's softball team received a challenge to play the No. 1 nine in the Canadian Army's eight-team league at Camp Hiro, on the outskirts of the port. In a truly seamanlike manner, the sailors chalked up six to the Army's four in a tight nine innings.

The Sioux's team was an untried one but behind the sizzling deliveries of AB Ernest MacAuley and aided by AB Roy Jones' two-run triple and a run-earning bunt by Commissioned Gunner D. B. Babineau, the tars succeeded in subduing their comrades in arms.

It was a friendly contest and for both sailors and soldiers it was like playing on a neighborhood diamond back home. CPO Albert Bowbyes, team manager, was eloquent in his praise of the soldiers' sportsmanship and after-game hospitality.

Cabot Team Victorious in Softball Openers

The Navy softball team entered by HMCS Cabot in the Joint Services Softball League at St. John's, Nfld., started off the season with victories in its first two games.

Other teams competing in the league are from Regular Army and Reserve Army units, RCAF and USAF. Members of the Navy team include Lieut.-Cdr. A. A. MacLeod, Petty Officers W. C. Jardine, Arthur S. Peet and Donald H. Jenkins; Leading Seamen R. M. Stevens, D. C. Wickstrom and C. L. Morton, and Able Seamen M. I. S. Love,

R. V. Porter and Lloyd E. King.

Cabot's rowing crew has been undergoing training in recent weeks, getting in shape for the annual regatta. Crew members include Lieut. Cdr. MacLeod, coach; PO Peet, Leading Seamen G. J. Furey, H. H. Hibbs, Morton and Wickstrom and AB Love.

Albro Lake Team Makes Successful Softball Start

Three victories and one loss was the record of the team from Albro Lake Naval Radio Station after its first four games in the Halifax North End Softball League. In scoring win No. 3, the team rolled up a 36-5 margin.

Electricians, Communicators Tied for Softball Lead

Electrical School and Communications School were tied for first place

as the HMCS Stadacona Inter-part Softball League got under way. Both teams, traditional rivals in inter-part competition, had scored two wins without a defeat to top the "A" Section of the league.

The Stores team was in the lead in the "B" Section with a record of two wins and one defeat.

Other teams in Section "A" include Regulating Branch, MTE, Cadets "A" and RCNH. In Section "B" are Electrical School "B", TAS, Writers, Cadets "B", Cooks and Stewards, and Navigation Direction School.

Navy Man Qualifies for N.S. Rifle Team

Commissioned Gunner John Abraham was one of eight marksmen who won a place on the Nova Scotia Rifle Association team which represented the province at the annual Inter-Maritime championship meet at Sussex, N.B.

Commissioned Gunner Abraham, who is attached to the Gunnery School at HMCS Stadacona, scored 292 to gain a berth by a comfortable margin. Sub-Lieut. (NS) Hazel Mullin, who was also competing in the qualifying shoots, ran into some bad luck and her score dropped below her usual mark.

Queen in Second Spot in Softball League

With five wins and three losses, HMCS Queen has moved into second place in the 10-team Regina Independent Softball League. Other sports activity in Queen has included rifle shoots and boat pulling. Preparation was being made for a challenge softball game between the officers and chiefs and petty officers.

SEA CADET GROUP MAKING MEMORABLE TRIP

Four sea cadets and their commanding officer, Rev. J. E. McGrane, of Lac La Biche, Alberta, are conducting their own European cruise in their own little home-made craft — the Exeter.

After completing arrangements for shipping the Exeter overseas, this small crew of enterprising part-time seamen from Northern Alberta sailed in early July from Montreal in the Empress of Canada for Liverpool.

From Liverpool they plan to sail their small craft via rivers and canals to Manchester, through the Grand Union Canal to London, coastwise to Dover, thence across the channel to Calais.

The cruise is sponsored by the Northern Alberta Division of the Navy League of Canada, with the blessing and assistance of C. K. McLeod, president of the Montreal Division of the Navy League. A number of other organizations lent their backing and assistance in one form or another.

All members of the Lac La Biche cadet corps, the four cadets accompanying Father McGrane are Jack Wolstenholme, Romeo Lebeuf, Harold Klein and Wilfred Woychuk.

A year ago Father McGrane, who is also parish priest at Lac La Biche, and members of his cadet corps sailed their home-made motor launch on a 450-mile voyage down the North Saskatchewan River to Prince Albert, Sask. Their current expedition tops the list of their adventurous undertakings.

KOREAN ADVENTURE



There was six of us, doin' a shore patrol,
And we'd denned-up at noon, in a comfy hole,
When one of our ratin's remarks, "Now! Look!
"Which of you fellers is able to cook?"
Then an ex-Boy Scout with a fiery eye,
Says, "Leave it to me, boys. I'm ready ta try.
"My name is Simpkin. I'm off the Sioux,
And I'll bile ye me infamous Simpkin's Stew."

(Into his cauldron went all our loot,
Carrots, rice and a rubber boot;
Bully-beef; cotterpins, bolts, and screws,
Which all goes to makin' of Simpkin-stews.)

A hungry Noo Brunswicker tried it first,
Wolfed three helpin's and—promptly burst.

They had cited him once (or twice) before,
For brave deeds done on a furrin shore.
Now he's got a posthumous V.C., too,
For eatin' so hearty of—Simpkin's stew.

We was busy in shellin' a shore position,
And we found ourselves low in our ammunition
When a man with a bucket yelled—"This will do.
Fill yer guns ta the muzzle with—Simpkin's stew."

Now I wonder how the enemy feels,
When he's sprayed with a salvo of rubber heels?
Or a half-cooked carrot lops off his ear?
Or hardware peppers an exposed rear?

If them soldiers take credit, well, that ain't true!
'Twas a Navy Show; armed with—Simpkin's stew.

Herman Lordly



BOOK REVIEW

THE U.S. MARINES AND AMPHIBIOUS WAR

by Jeter A. Isely and Philip A. Crowl

Although the RCN neither has Marines nor includes large-scale amphibious warfare within its comparatively modest but compact effort, there is much in this book that recommends it as worthwhile reading in the supplementation of a naval education.

The RCN is specializing in anti-submarine, for which experience and circumstances of size and environment

make it best fitted. There is no guarantee, however, that in the course of some future conflict Canadian naval resources might not be called on to participate in sea-borne assaults.

As the joint authors of this book point out, seaward assault is very much a naval matter, even though the actual storming of the beaches may be carried out by the Marines, the Army, or both. The Navy must supply the transport, provide virtually all other forms of logistic support, soften the target with bombs and gunfire—and above all, must isolate the target area from the enemy by

sea blockade and carrier-based air cover.

The authors have carried through an exhaustive research in U.S. Navy, Army and especially Marine Corps records. Their book is authoritative, combining a logical presentation of the developing theory of amphibious warfare with a detailed narrative of the Pacific War.

The first four chapters explain the theory of and necessity for amphibious war as it appeared to strategists during and after the First World War. Also in these chapters is the history of the development during

the 1920's of the basic maxims of amphibious assault, presented by the Marine Corps in 1941 as the criteria for seaward attack.

Chapters five to eleven are devoted to graphic historical analyses of each major Pacific landing: Guadalcanal, New Guinea, Tarawa, the Marshalls, Iwo-Jima and finally Okinawa. Each attack presented problems and truths which enhanced the amphibious theory. The account of the Okinawa landings, plus the final chapter, give the reader a completed picture of near perfect assault. — A.B.R.

Published in Canada by S. J. Reginald Saunders and Co., Ltd., Toronto.

UNTD MAGAZINE (Volume IV)

It is with some alarm that one reads of the uncertain future of the "UNTD Magazine." The editors of this publication, in the most recent issue, warn that general apathy and a lack of contributions may force it to fold up.

If this were to happen, the University Naval Training Divisions would lose a valuable source of information. The magazine has been giving excellent coverage of the activities of the UNTD's afloat and ashore, and has been a credit to the editors and to the organization as a whole.

The current issue, for instance, covers training on the East Coast, the meaning of service in the UNTD, an outline of summer training for this year, an editorial on "The University and National Defence," entry into the RCN from UNTD, news from the divisions and a number of generally informative items, including a list of reading for naval officers.

NOAC MEETING

(Continued from Page 20)

The ex-naval officers expressed satisfaction with the current move to form the Women's Royal Canadian Navy (Reserve), which will provide a nucleus of trained women capable of taking over many important shore duties, thus releasing men to serve at sea.

Mr. Aggett, the newly-elected president, held the rank of Commander in the RCNVR at the end of the Second World War. During his wartime service, he saw action in the English Channel during the Battle of Britain and on convoy duty in the North Sea and the Western Approaches.

He served in the African theatre from 1941 to 1943. Returning to Canada he held appointments, first at HMCS Star, Hamilton, as executive officer and later at HMCS Queen, Regina, as commanding officer. Prior to his demobilization in February 1946, he was in charge of the rehabilitation organization in naval divisions across Canada.

WILLIAM TENNENT HEADS TORONTO NOAC

William Tennent was elected president at the annual meeting of the Toronto Branch of the Naval Officers' Association of Canada.

Others elected to office included: Vice-presidents, J. D. Leitch and J. D. Frewer; secretary, D. W. Best, and treasurer, J. B. Goad. In addition, the following took office as directors: W. G. Aird, R. J. Boxer, A. R. E. Coleman, N. L. Earl, J. S. Keachie, T. D. Kelly, G. E. Kernohan, W. T. Lord, J. G. Lyons, D. C. MacKintosh,

J. A. McAvity, P. McLaughlin, R. I. Medland, W. G. Shedden, P. W. Spragg and Dr. J. G. Watt. Honorary directors include: O. B. Mabee, F. C. Aggett, F. R. Brebner, C. S. MacLachlan, G. C. Bernard and Z. R. B. Lash.

NAVAL NAVIGATORS INVITED TO JOIN NEW SOCIETY

The Canadian Institute of Navigation, a nonprofit scientific and engineering society, with headquarters in Montreal, has been in existence for the past year.

The Institute's objectives are to advance the art and science of navigation and to promote interest in its study. Particular emphasis is placed on the study of the Canadian Arctic.

Membership is open to serving and retired navigating officers of the armed forces and the merchant service, to government and civilian scientists in associated professions and to individuals who merely make a personal hobby of navigation, astronomy, oceanography, electronics, exploration, hydrography, etc.

From its beginnings, the Canadian Institute has had the full encouragement and co-operation of the American and British Institutes of Navigation. The council of the British body has urged close collaboration and has offered to print Canadian papers on navigation subjects in its quarterly publication, The Journal of the British Institute of Navigation. The offer was gratefully accepted by the Canadian organization, thus providing Canadian members with a medium of recognized excellence in which to publish some of their proceedings and findings.

Membership fee is \$2.00 per year. Canadian members can purchase the Quarterly Journals of both the British and American Institutes at the reduced rate of \$2.50 per year or \$5.00 for both. Applications or inquiries should be addressed to:

The President,
Canadian Institute of Navigation,
3465 Ridgewood Ave., Apt. 405,
Montreal 26, P.Q.

SUGGESTIONS IN USE OF "BOTTLE POST"

Anticipating that PO Michael Chihrin's success with "bottle post," as reported in the July issue of The "Crow'snest", may lead to a rash of bottle-dropping at sea, the hydrographic office at Naval Headquarters has a few suggestions to make.

Anyone following Chihrin's example should ask the navigating officer for the ship's position and include this, together with the date, in the note he places in his bottle. He should also ask that the finder, besides notifying the sender, inform the United States Navy Hydrographic Office, Washington, of the dropping date, initial position and place and date of recovery.

Naval personnel receiving replies to "bottle post" letters should inform Naval Headquarters, through their commanding officers.

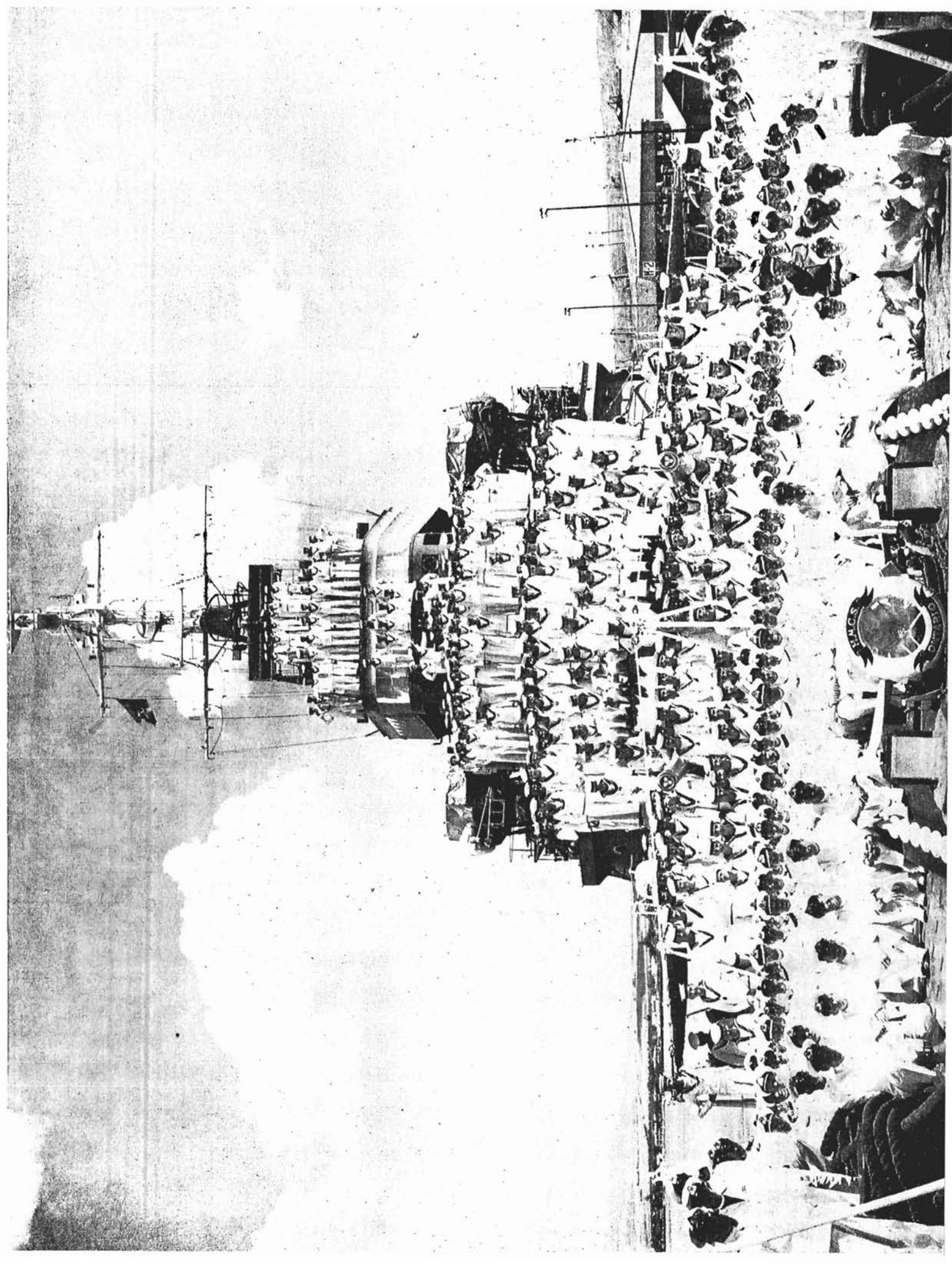
Information so obtained will be useful in analysing the currents which have carried the bottles to their points of recovery. Such data is sparse in some untravelled regions, such as the Canadian Arctic, Davis Strait, Gulf of California, etc., and the oceanographers would welcome any information obtained by Chihrin's method.

Chihrin's bottle, by the way, did not perform "according to Hoyle". The oceanographers say it should have grounded, not on the coast of France, but further north. The assumption is that, after the bottle had been carried into the Gulf Stream by the Labrador Current, a north-west gale or series of gales must have blown the surface waters off the Gulf Stream toward the coast of France, and with them went Chihrin's bottle.

A footnote added that in time of war the dropping of messages in bottles at sea naturally would have to be discontinued.

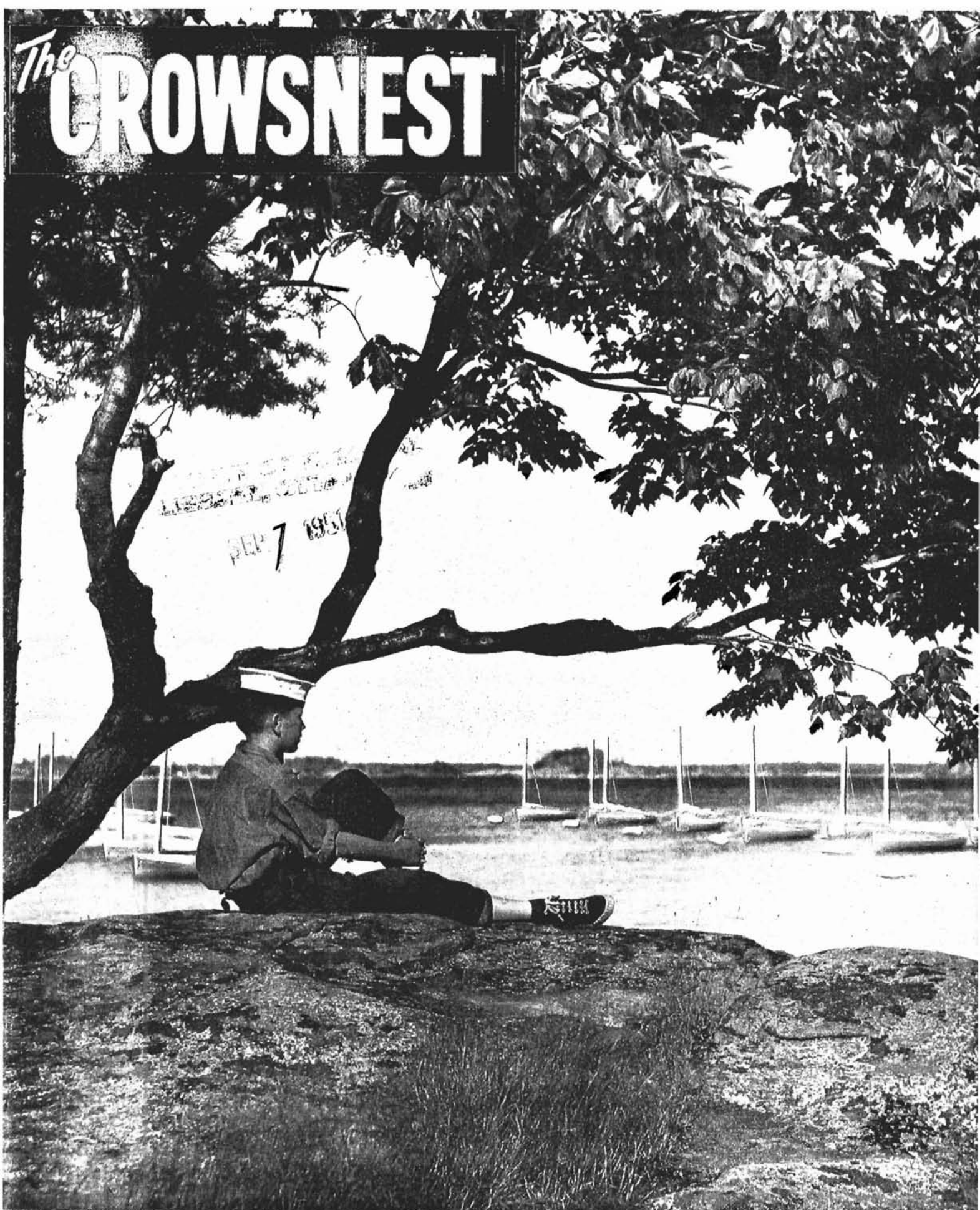
CRUISER'S CREW

The superstructure of HMCS Ontario is practically hidden by the ship's company in this photo taken at Pearl Harbor when the cruiser called there on her return voyage from the South Pacific. (OC-825)





The CROWSNEST





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The CROWSNEST

Vol. 3 No. 11

THE ROYAL CANADIAN NAVY'S MAGAZINE SEPTEMBER, 1951

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LADY OF THE MONTH

She is HMCS CRUSADER, who next month will have the enviable distinction of conveying Their Royal Highnesses, Princess Elizabeth and the Duke of Edinburgh, from Vancouver to Victoria and then from Nanaimo to Vancouver during the west coast portion of the Royal Visit to Canada.

Built at Clydebank, Scotland, the Crusader was commissioned in November 1945. She arrived on the West Coast in January 1946 and was paid off into reserve two months later. She was retained in reserve until April of this year when, after being refitted, she was commissioned as a training ship. During the past summer the Crusader was busily employed in providing sea training for cadets of the University Naval Training Divisions and Canadian Services Colleges. (E-15219).



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This they may do by sending an order to the Superintendent of Photography (Navy), Defence Headquarters, Ottawa, quoting the negative number of the photograph, giving the size and type required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

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OTTAWA, ONT.

Cover Photo — Fifteen-year-old Sea Cadet Gary Anderson, of RCSCC Impregnable, Regina, relaxes on the shore of Georgian Bay at the close of a busy day at Camp Princess Alice. More than 1,200 first-year Sea Cadets from across Canada went to Camp Princess Alice, near Midland, Ont., this summer and participated in a program which emphasized boatwork, sailing, sports and other outdoor activities. (O-1482-52).

R.C.N. News Review

Royal Couple to Embark in Ships on both Coasts

Naval participation in the program for the Royal Visit will involve ships and personnel on both coasts and, in varying degrees, the naval divisions in many of the cities which Princess Elizabeth and the Duke of Edinburgh will visit across Canada.

HMC Ships Ontario and Huron will escort the Empress of France from east of Belle Isle Strait to Quebec City, where Their Royal Highnesses will disembark on October 2. On November 2, a month later, the Ontario will embark the Royal couple and suite at Charlottetown, convey them to Sydney, and thence to St. John's, Newfoundland. When

Their Royal Highnesses leave Canada on November 5 in the Empress of Canada, the Ontario will escort the liner from Bay of Bulls to the eastward of Belle Isle.

On the West Coast, HMCS Crusader will convey the Royal Party from Vancouver to Victoria on October 14 and from Nanaimo to Vancouver on the 19th.

Athabaskan's Arrival Re-unites "Originals"

Together again, though not necessarily operating in company, are the same three destroyers which comprised Canada's initial naval contribution to UN action in Korea in the summer of 1950. The cycle was

completed in late August when HMCS Athabaskan arrived in Japan to rejoin her original Korean running-mates, the Cayuga and Sioux.

The Athabaskan replaced HMCS Huron, who had departed two weeks earlier for Canada after completing five months of active duty with the UN fleet.

The former arrived to find her sister-ships as busy as ever. In the two months since she began her second tour of Korean service, the Cayuga had spent a heavy proportion of her time at sea. On one occasion she put into port only long enough to re-ammunition and re-fuel; each of her next two lay-overs lasted little more than a day.

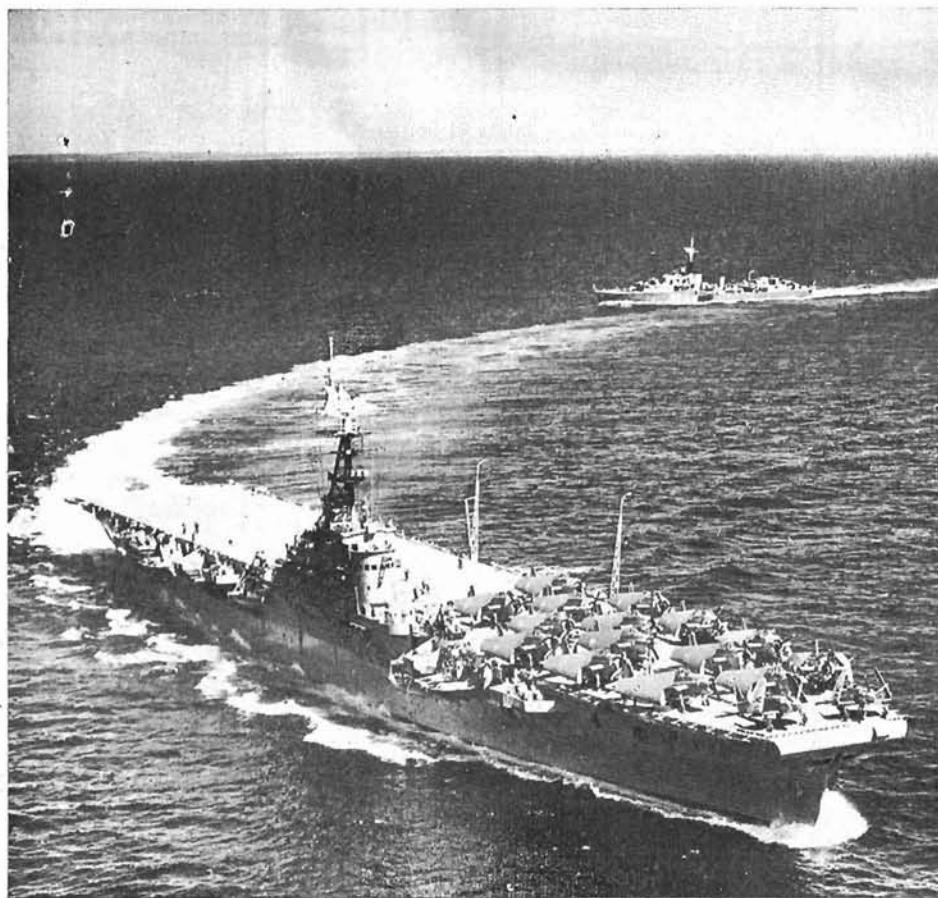
During August, the destroyer carried out a solo patrol which yielded some interesting activity. Operating in an area not far south of Chinnampo, on the west coast of Korea, the Cayuga began by bombarding small gun emplacements on the shore.

The next day she carefully picked her way up a shallow channel to strike at more important targets. This task was interrupted when she was called on to aid a party of South Korean soldiers who had carried out a raid on the mainland from a nearby UN-held island. The group was under attack and was having difficulty effecting a withdrawal.

The Cayuga moved into a supporting position, drove the Reds to cover with fire from her four-inch guns and enabled the ROK troops to make their escape.

Returning to her target area, the Cayuga steamed up the channel and turned her guns on enemy installations over several miles of shoreline. While bombarding a group of buildings housing Red troops, she drew return fire which went wide of the target and was quickly silenced.

The Sioux, after a period in the Royal Naval Dockyard at Hong Kong for mechanical repairs, returned to the ships' base in Japan and took up active duty once more. One of her first assignments saw the Sioux operating in familiar Yellow Sea waters in company with HMS Glory.



HMC Ships Magnificent and Micmac leave the coast of Nova Scotia astern as they set sail on the first peacetime training cruise to be made by units of the RCN to the Mediterranean. They left August 7 and are scheduled to return October 26. Embarked in the Magnificent is 30 Carrier Air Group, consisting of 871 Squadron (Sea Furies) and 881 Squadron (Avengers). (DNS-5362).



HMCS Nootka received two full-scale welcomes when she returned from Korean service — the first when she arrived at Esquimalt (above) on July 31 and the second when she reached her home port of Halifax on August 21. From her starboard yardarm the Nootka flew the United Nations flag and from her port yardarm the flag of Nova Scotia, proclaiming she was an East Coast ship. From her mainmast floated a Japanese good luck symbol in the form of a fish-shaped silken balloon. (E-15941).

Huron Sees Little of Home Port

Though Halifax may be her home port, HMCS Huron has seen little of it in the past year. Seven weeks, in fact, is the total amount of time she has spent there since August 1950.

First of all, she took part in Special Service Squadron's European cruise which began late last August and ended early in November. Then, after a refit, trials and work-ups, she sailed on January 22 for the Far East. She arrived there March 15 and remained until August 14. Now, after a stay at Esquimalt, she is bound for her home port, accompanying HMCS Ontario on the latter's voyage from west to east.

During the five months she was actually in the Korean theatre, the Huron spent a total of 99 days at sea. Twenty-seven of those days were logged during July as she set a record for the month among ships of the Commonwealth fleet.

Like her sister-destroyers, the Huron carried out a variety of duties — from carrier screening to independent inshore patrols. And when she set sail on her homeward journey, the ship received a series of warmly-worded farewell messages from the flag officers, British and American, under whose command she had served at various times.

Her return to Halifax September 24 will not mean a cessation of activity for the Huron. Before she goes into the dockyard for refit and a leave period, she will join the Ontario in escorting Their Royal Highnesses, Prince Elizabeth and the Duke of Edinburgh, in the Empress of France to Quebec City.



Pictured here are the first three helicopters to be acquired by the Royal Canadian Navy. Acceptance trials on the helicopters, officially known as Bell HTL-4s, were carried out last month at the Bell Aircraft Corporation's plant at Niagara Falls, N.Y., after which they were delivered to the RCN Air Station at Dartmouth, N.S.

Magnificent, Micmac Begin "Med." Exercises

HMC Ships Magnificent and Micmac arrived at Gibraltar August 17, sailed into the Mediterranean the following day and berthed at Malta on the 21st.

En route to Malta they began the heavy schedule of training that will occupy them for the better part of the next two months. In an exercise that began shortly after noon and continued until early the next morning, the Magnificent's fighter defences and search and strike aircraft received a thorough workout in their respective duties.

The Sea Fury fighters distinguished themselves, particularly, "shooting down" eight torpedo-carrying aircraft dispatched from Malta to "attack" the Magnificent, then disposed of the carrier's 12-plane Avenger squadron when it attempted a torpedo attack on the ship.

The air maintenance crews, who worked long hours in servicing the aircraft, drew special praise from Commodore K. F. Adams, commanding officer of the Magnificent, for their efforts toward making a great success of an exercise to which "all branches contributed."

The two Canadian ships are scheduled to operate out of Malta for a month, after which they visit Naples, Italy, then proceed to waters off the south of France to take part in exercises being organized by the French Navy. During this period they will visit several ports in the South of France.

Return to Tok-Chok To

by P. L. McC.

IT was the first day of May, 1951, and the ship's company was on top of the world. They were seeing their last of Korea and in a few days would be heading eastward for Canada and their homes.

The ship, HMCS Athabaskan, was steaming up Flying Fish Channel for Inchon, to transfer a wounded South Korean guerilla to a hospital ship. On the way we were to pick up mail from a US Air Force station on Tok-Chok To, one of the islands in the approaches to Inchon.

We had been there once before. That had been last August, in the days when you never knew which island or point of land had an enemy gun emplacement on it.

As the ship came to anchor off the island, a boat was lowered to go in and collect the mail. It was a beautiful afternoon — clear blue sky, hot sun and a fresh breeze. The island, one of many in that area, stretched ahead, mountainous and rambling, welcoming us with a wide crescent of sandy beach. To the left of a fine stand of dark pine we could see the village.

Thatched huts, like mushrooms, spread back from the beach, up the hill a little and along the valley.

Colour was added to the scene by the fresh green of spring crops on the terraced fields and the frequent sprays of pink plum and cherry blossoms on the hillsides and among the houses. A motley fleet of fishing junks, their rough-hewn planks weathered to a silvery grey, cluttered the beach, some of them pulled up on the sand and other moored offshore.

The outpost, consisting of two large Quonset huts, was visible on a hilltop. Among the people gathered on the beach we could pick out the lone American soldier who was meeting us with their mail. The boat nosed up on the beach and he came down to us with little brown Korean children scampering around him. A few of us jumped out to stretch our legs.

The fishermen were mending their nets or squatting in little groups talking — probably about fishing or the weather. We made our way through them and up to the village. The children still followed us and

called out "hellos", just to prove they could speak English. A young mother with her child strapped on her back gave us a big, friendly smile and curtsied, oriental fashion, as we passed.

Ahead of us a young boy had just come down from the hills with a bundle of wood. As he turned through the entrance to a yard and dumped his load against the mud wall, I saw the old woman.

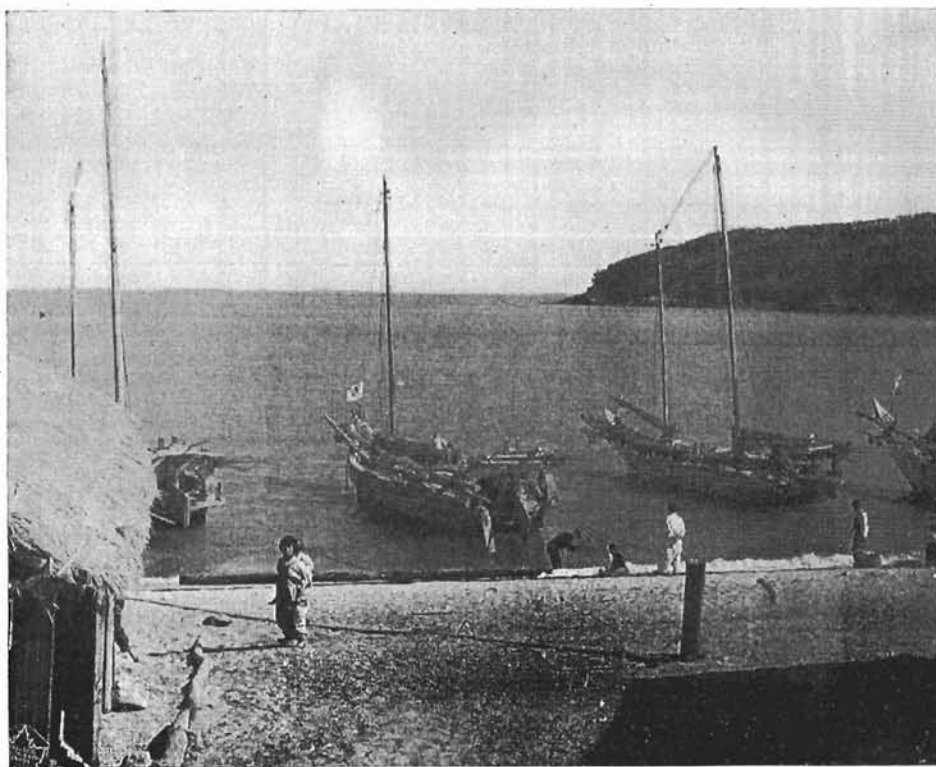
She was squatting in the shade beside her house, a cloth framing her wizened face. She stared vacantly ahead, seeing nothing, or seeing perhaps a whole lifetime. Instantly I remembered her.

It had been, last August, when we landed under very different circumstances. The communists had taken Seoul and Inchon for the first time. The United Nations fleet was blockading and harassing the enemy along the coastline. August 18 found the Athabaskan engaged in bombardment support for a landing of 120 South Korean marines on the enemy-held island of Tok-Chok To. The island, if captured, would be another stepping stone to the port of Inchon.

We had anchored under cover of darkness with two ROK patrol craft (3-inch guns). The bombardment opened up with first light, carefully calculated to fall in the hills around the village and simply to frighten and disorganize the people. As the shelling progressed the marines landed in a fleet of small motor fishing boats.

The bombardment liaison officer was a Captain, Royal Marines, from HMS Kenya, who had spent the night in one of the Korean ships. It had been his original intention to land with the ROK marines, but when the time came for the assault and he observed their highly excited state and collection of crude and antique weapons, he asked, instead, if we would take him ashore. Our Captain agreed and the 10 members of our landing party were detailed to man their boat.

We set off, tense and expectant. Going alongside the ROK ship, we picked up the BLO, then headed for a small beach to the left of the assault. We were to be guards for the BLO, and as the boat ground up on the sand we jumped ashore, armed with three Lanchesters, four rifles and one Bren.



The beach at Tok-Chok To, scene of two landings from HMCS Athabaskan — one warlike, one peaceful.



This little fellow met the Canadians when they made their second landing and proudly came up with a smart salute. He followed them everywhere they went, saluting continually and doing his best to get into whatever pictures they were taking.

abouts of the communists. He answered casually that they had fled. How many were there? Probably six, and they had made a beeline for the other side of the island at the first fall of shot. From there they had made off in a fishing boat . . . Fire support obviously was not needed.

We saw that our fire had been good and accurate. The shells had fallen in the hills about half a mile beyond the village. We watched them interrogate a young man suspected of being a communist youth group organizer. Their methods weren't exactly gentle. Rummaging around we found stacks of communist propaganda, posters of a benignly smiling Stalin. In one house a couple of our men found an ingenious flag — South Korean on one side and North Korean on the other! Considering the early stage of the war, the owner had shown remarkable foresight.

At 1600 it was finally decided that the operation was a success and the South Korean flag could fly again over Tok-Chok To. We gathered together our equipment, organized some carrier boys from the village and headed back for the beach. Martial law in the main village had been relaxed and things appeared to have returned to normal.

Our doctor had landed to treat any wounded and was arranging for the

transportation of a woman and a little girl to the ship for surgery. They were both later transferred to HMS Kenya, which had better facilities. We learned afterward that, sadly, the little girl had died.

It was quiet as we walked through the village and a sort of deepened hush followed us. As we passed, the people would stop whatever they were doing and silently stare at us. As we rounded a bend we could see into the yard of a house. A pathetic wailing and sobbing shattered the stillness. An old woman squatted on her haunches in the dust of the yard, her leathery face streaming with tears. Stretched out in front of her was the body of a man, covered with a rough linen cloth.

We hurried on because we were late for our boat. But I could not forget that scene and the grief of the woman whose man was taken from her by the war.

And now it was May, 1951, and gentle summer breezes were bringing the pleasant scent of pine up the valley. Petals from the plum blossoms floated to the ground and the children on the beach shouted merrily as they played.

But this was the same woman. She did not look at the boy as he came into the yard and dropped his load of wood. She sat and stared unseeingly ahead. She did not even notice us pass. We were just as glad.

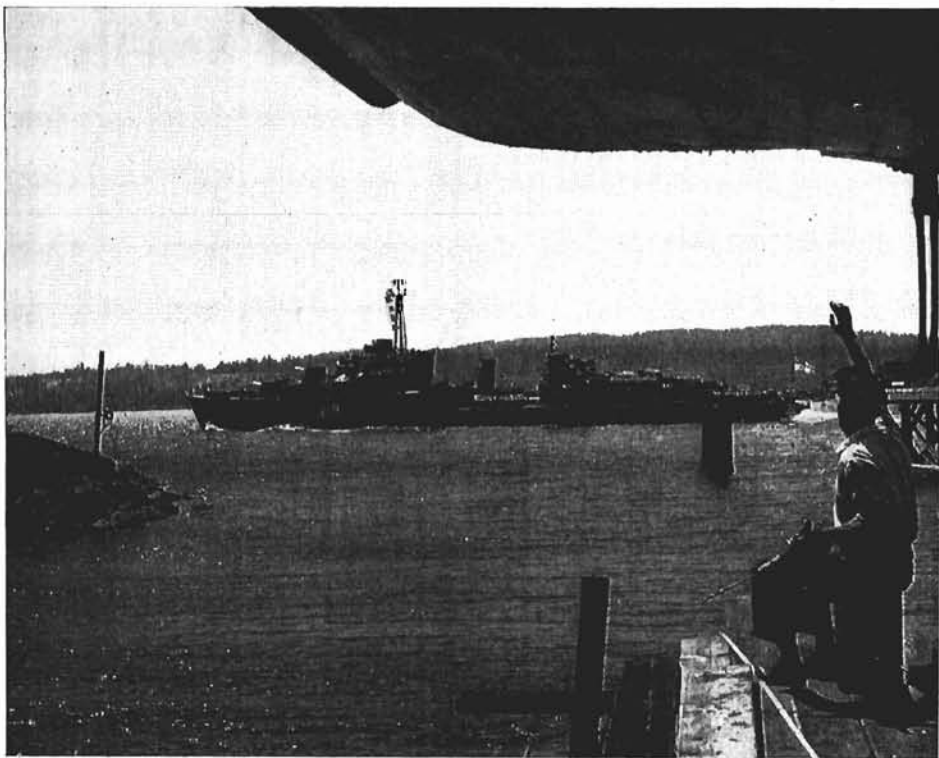
We advanced flat on our bellies through the long grass until our Korean interpreter, a ROK naval officer, discovered a frightened old man who was hiding in the grass and ordered him to lead us toward the main village.

We paused at the top of a hill and watched the marines threading their way through rice paddies and darting from house to house, spattering any suspicious bush or movement with automatic fire. They carried on up the valley and we moved toward the village to find out what fire support their commander needed.

In front of the village hall, women and children were being interrogated. Some of the babies howled from their mothers' backs. Two mothers were calmly nursing their infants while they waited.

The ROK commander wasn't to be found and we learned that he had moved inland with his men. So we left the village and made our cautious way along a path over the hillside. We found him in the next village, where he had set up headquarters in a schoolhouse.

We were eager for news of the fighting and inquired as to the where-



A west coast dockyard shipwright pauses from his work beneath a wooden hulled harbour craft to wave farewell to HMCS Athabaskan as the destroyer steams out of Esquimalt, bound for a second tour of duty in the Korean war zone. (E-15961).

Oakland Plays Host

OFFICERS and men of HMCS Ontario who thought they had met with the ultimate in hospitality during the spring cruise to Australia and New Zealand had to revise their thinking when the ship paid a four-day visit to Oakland, California, early in July.

The Ontario went to Oakland in response to an invitation of two years' standing. When she left, in the minds of one and all was the hope that there would not be as long a wait next time.

While HMCS Athabaskan was at San Francisco in June 1949, citizens of nearby Oakland made a special request that a Canadian ship visit their city in the near future. Arrangements were made for the Ontario to call at Oakland the following summer and the good people of that city laid on a full program of entertainment for the Canadians.

However, the outbreak of hostilities in Korea forced a drastic change in plans and involved the Ontario to the extent that her Oakland visit had to be cancelled. The city graciously extended the invitation for another year, and, apparently, made use of that time to lay on an even more elaborate program.

The following is a digest of a report on the Ontario's visit by the Canadian Consul, C.N. Senior:

The ship berthed at Grove Street pier at 5 p.m., July 5, and was greeted, by local representatives. Next day,

Commodore H. F. Pullen, the commanding officer, made formal calls on Mayor Clifford E. Rishell, who headed the entertainment committee for the Canadian visit; Vice-Admiral George D. Murray, Commanding the Western Sea Frontier, and Major General Milton B. Halsey, Deputy Commander of the 6th Army.

So that Commodore Pullen would not have to make a long series of individual calls, Vice-Admiral Murray brought to his office nine Rear-Admirals from the various commands in the vicinity.

The calls were returned aboard that afternoon.

During the stay, two large receptions were held ashore for Commodore Pullen and the ship's officers, one by Rear-Admiral B. L. Rodgers, Commanding the 12th Naval District, and Mrs. Rodgers, and the other by Mayor and Mrs. Rishell. In return, 300 guests were entertained at a reception on board the Ontario.

On Friday and Saturday afternoons, buses provided by the city conveyed 150 men on tours of Oakland and vicinity. Friday evening, 150 men were guests of the Oakland baseball club at a Coast League game. They were paraded with their band across the field to a block of reserved seats and received a "most enthusiastic ovation" from fans.

Saturday evening, the City of Oakland, with the co-operation of

several organizations, gave a dance in the Veterans Memorial Hall which was attended by 250 members of the crew.

Sunday, the Oakland Post of the American Legion entertained more than 100 at a picnic.

The civic authorities also provided an Information Centre in City Hall Square over which the Canadian Red Ensign was flown, plus a bus service from the centre to the ship's side from 2000 until 2400 nightly. Motor-cycle police escorts convoyed the Commodore's car and buses carrying the ship's personnel to and from the various functions.

In addition, a great deal of personal hospitality was extended to the visiting Canadians by the warm-hearted Oakland hosts. Many officers and men visited in private homes. Others had cars placed at their disposal.

One group sent cars with young lady drivers, each of whom had been provided with \$25 to entertain guests from the ship. Other groups of officers and men were taken out to dinner and supper parties in restaurants and hotels.

The ship was open to public inspection Friday and Saturday afternoons. About 2,500 citizens were visitors the first day. On Sunday the throng was so great as to be beyond counting.

When it came time for the ship to sail, on Monday morning, July 9, Mayor and Mrs. Rishell came personally to the dock to wish her bon voyage and Commodore Pullen took the opportunity to express to them a final word of thanks.

"The visit," said Mr. Senior, "was highly successful from the standpoint of stimulating interest in and promoting goodwill towards Canada . . . The Mayor and many of the people of various stations in life expressed to members of the Canadian consular staff the highest tributes to the ship and to her personnel. From all ranks aboard ship also came assurances that the reception accorded them in Oakland surpassed in scope anything they had previously experienced. It is most gratifying, therefore, at the end of a very strenuous four days, preceded by a month of rather intensive preparations, to be able to assure you that the visit of HMCS Ontario to Oakland was a splendid success and that the friendly feeling engendered should be of enduring quality."



At the Oakland ball park, where 150 of the Ontario's crew were guests at a Pacific Coast League game, five men from the cruiser discuss some of the finer points of baseball with Al Schacht, the famous baseball comedian. Left to right are PO Donald McCulloch, Edmonton; Sea Cadet Jack Meakins, Edmonton; PO Norman Bourne, Vancouver; CPO E. T. Jones, New Westminster and PO M. C. Griffiths, Saskatoon. (Photo by Chris J. Kobeck, Oakland).

SENIOR SHORT TOPS PREVOST POLL

*London Division Elects
Elder of Two RCN
Brothers*

ONE-HALF of one of the Navy's better-known brother acts steps into the spotlight as Man of the Month for September. He is Chief Petty Officer Gilbert E. (Ed) Short, recruiting officer at HMCS Prevost and the man elected by his shipmates of the London naval division for the position of prominence in The Crow'snest.

CPO Short is an older brother of CPO Sam Short, now on the training staff at HMCS Cornwallis. Both are gunnery instructors and many a man has pounded the parade square and learned gun drill under their charge.

In their younger days, too, both Shorts were pretty fair hands in the ring. In fact, Ed's last two bouts were with Sam. Then brotherly love was forgotten as Ed set out to prove his age and a disadvantage in weight were no handicaps. He won the first fight by a knockout and the second by a decision. After that he hung up his gloves.

He left the ring with an outstanding record. As a member of Navy boxing teams from 1930 to 1936, he won 15 of 20 bouts, six of them by knock-outs.

In one match it took him only 35 seconds to chill Bill Heller of Vancouver. That was in the old St. Joseph's Hall in Halifax, scene of many amateur scraps. One of his losses was an extra round decision in Portsmouth, England, to an ex-welter and lightweight champion of the Royal Navy, RAF and Royal Marines.

CPO Short has also been actively associated with Navy baseball and softball teams, both as a player and coach. He coached the softball team that reached the Halifax city senior final in 1943 and piloted the intermediate baseball team that took the inter-city title in 1947. The team was prevented from going further by an error in affiliation. CPO Short now coaches Prevost's softball team and plays a lively game himself, despite the fact that he sometimes complains he is "getting old."

CPO Short will have spent a quarter of a century in the Navy when his retirement date falls due on November 4, 1954. He'll be 41 then. In a naval career that has

touched the Pacific, Mediterranean and the Atlantic, he claims nothing exciting has ever happened to him. However, he has sailed in his share of ships, was at sea for the opening rounds of the Battle of the Atlantic and has gathered a locker-full of "salty dips" he divulges only on rare occasions.

Born in Toronto April 20, 1913, Short entered the Sea Cadets at the age of 12. Four years later he was old enough to become a boy seaman in the Royal Canadian Navy. He entered



CHIEF PETTY OFFICER
GILBERT E. SHORT

the Service on November 4, 1929, and went to HMCS Stadacona for new entry training.

A year later he was aboard the destroyer Champlain, sailing out of Halifax. He was in her again from 1934 to 1936 and, as a souvenir of his service in the ship, has the Champlain's bell-rope in his possession. He also served in the Saguenay and St. Laurent and took gunnery courses ashore at Halifax and Whale Island.

In 1939 and 1940, Short, then a leading seaman, served in the destroyer Skeena when she escorted some of the first convoys out of Halifax. Later in 1940 he was Coxswain of the minesweeper Viernoë, operating out of Halifax and Sydney.

In 1941 he qualified as gunner's mate in the Gunnery School at Halifax and was drafted to the destroyer St. Francis to serve in this capacity. Later he instructed in Stadacona and Cornwallis.

In 1945 he was drafted to HMS Glory, then in the Mediterranean, for carrier experience. Then he joined the commissioning crew of HMCS Warrior when she was taken over by the RCN in January 1946. When the Warrior was returned to the Royal Navy in 1948 he was transferred from her to HMCS Magnificent and commissioned the latter ship at Belfast in April of that year.

Three months later he went ashore to Stadacona, and on October 1, 1948, went inland for service in naval divisions. He was in HMCS York, Toronto, until the following November, then went to HMCS Star, Hamilton, for eight months. He has been in Prevost since August 1950.

CPO Short shows a strong streak of diplomacy. When asked the routine question, "What do you plan to do when you retire?" he said his ambition was to settle down in his adopted city of London (almost a thousand miles from the sea) and raise chickens. "I have my feet planted here," he explained, adding that he hoped to retain his naval connection as a member of the RCN (Reserve) in Prevost.

CPO Short is married and has four children — Rose Marie, 15; Frank, 14; Gerald, 13; and Gloria Jean, 10 months. They live at 24 Walbrook Crescent, London.

His wife, Beatrice, isn't keen on raising chickens, CPO Short says, "but it's got to be that or work as a travelling salesman."

At any rate, he has "taken to" London and doesn't want to leave — "unless we have to go back and start fighting again."



OFFICERS *and* MEN



New Commanding Officers in Two Naval Divisions

New commanding officers recently took over at HMCS York, Toronto, and HMCS Scotian, Halifax.

Commander Robert I. Hendy has taken command of the Toronto naval division upon the retirement of Captain R. Base. In Halifax, Acting Commander W. Graham Allen has taken command of HMCS Scotian upon the retirement of Captain W. E. S. Briggs.

Commander Hendy entered the RCNVR as a midshipman in August 1936. Shortly after the outbreak of war he joined the destroyer HMCS Assiniboine as a lieutenant and from her went to the destroyer Annapolis. In March 1941 he was appointed to Stadacona for a gunnery course, following which he served at Naval Headquarters with the Director of Naval Ordnance. He later served for two periods in HMCS Prince Robert, attended a staff course in the United Kingdom and was Staff Officer (gunnery) on the staff of the Director of

Warfare and Training at Headquarters. Discharged in October 1945, he entered the Active List of the RCN(R) in August 1947. He served in HMCS York as Training Commander until July 15, when he took command with the acting rank of Captain RCN(R).

A/Cdr. W. G. Allen entered the RCNVR early in the war and trained at HMCS Royal Roads. He held several appointments, among them that of Executive Officer of the minesweeper Cowichan, serving with the Western Escort Force. He was an anti-submarine specialist and instructed in the schools at Cornwallis and Stadacona. He entered the RCN(R) after the war and was Executive Officer of Scotian prior to being appointed in command of the division.

Instructor Officers Change Appointments

The following appointment changes of interest have recently taken place or will take place in the near future: Commander C. R. Parker to Naval

Headquarters as Director of Service Conditions and Welfare. Formerly at Naval Headquarters as Deputy DSCW.

Instructor Commander I. F. Ritchie to Naval Headquarters as Deputy Director of Naval Education. Formerly in HMCS Stadacona as Education Officer and on the staff of the Flag Officer Atlantic Coast as Command Education Officer.

Instructor Commander G. L. Amyot to HMCS Stadacona as Education Officer and on the staff of the Flag Officer Atlantic Coast as Command Education Officer. Formerly in HMCS Naden as Education Officer and on the staff of the Flag Officer Pacific Coast as Command Education Officer.

Instructor Commander R. S. Martin to HMCS Naden as Education Officer and on the staff of the Flag Officer Pacific Coast as Command Education Officer. Formerly at Naval Headquarters on the staff of the Director of Naval Education.

Lieut. (ND) J. H. MacLean to HMCS Portage in command. Formerly at Naval Headquarters on staff of Director of Weapons and Tactics as Naval Hydrographer.

Eight Men Promoted to Commissioned Rank

Eight senior men of the RCN have recently been promoted to commissioned rank. They are Acting Commissioned Communications Officer Charles J. Scott; Acting Commissioned Writer Officers Norman F. Boot, Ronald J. Edwards, Russell F. Passmore, Harold G. Smith and Arnold L. Steed, and Commissioned Cookery Officers Roger A. Bonoyer and Albert E. Hawkins.

Commissioned Communications Officer Scott enlisted in the Navy as ordinary seaman in August 1939. He later entered the Communications branch and became a telegraphist in March 1943. During the war he served in the destroyer Restigouche, the minesweeper Noranda and the frigate Strathadam. More recently, he has served in the Warrior, Athabaskan, Swansea and St. Stephen, as



Mentions in Despatches have been awarded to, left to right, Captain J. V. Brock, Commander R. P. Welland and Acting Commissioned Engineer E. V. Dear for services in Korean waters. Captain Brock commanded HMCS Cayuga during her first tour of duty in the war zone and during that period was, in addition, Commander Canadian Destroyers Far East. Commander Welland commanded HMCS Athabaskan during her first period of service in the Far East. Commissioned Engineer Dear was Chief Engineerroom Artificer in the Athabaskan. He was promoted to commissioned rank shortly after returning to Canada.

well as in various shore establishments.

Commissioned Writer Officer Boot entered the RCNVR as a writer in October 1939 and transferred to the RCN in July 1941. He has served in shore establishments on both coasts, in Cornwallis and in the destroyer Iroquois.

Commissioned Writer Officer Edwards started his service at Naden as a writer in January 1941. After serving in various establishments in Canada and the United Kingdom, he joined the frigate Monnow in March 1943. He later served in Newfoundland and in the destroyer Qu'Appelle. In August 1946 he joined the Nootka for a year and a half.

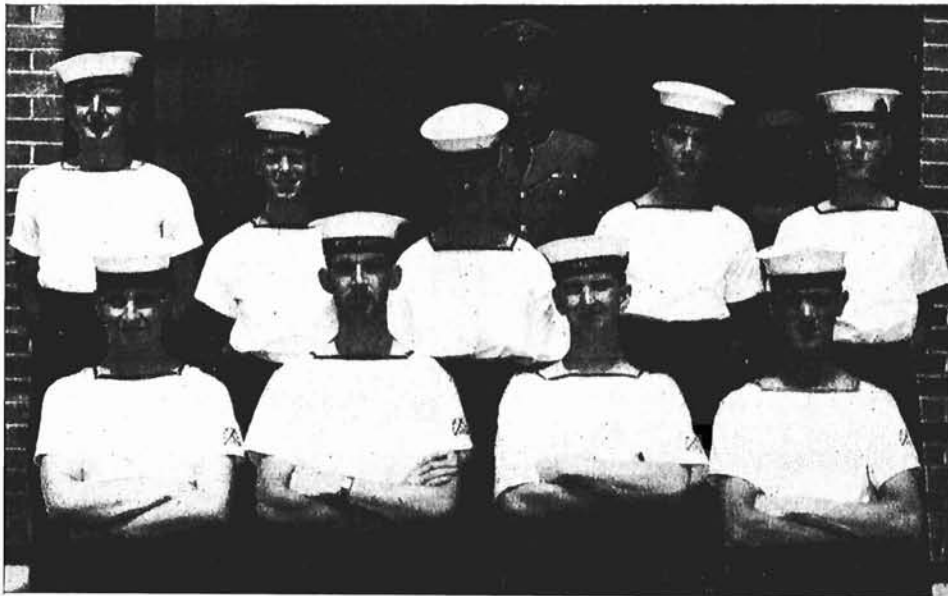
Commissioned Writer Officer Passmore entered the RCNVR as a writer in February 1941 and transferred to the RCN a short time later. After service ashore he joined the Iroquois in September 1942, two months before she was commissioned. Since the war he has served in the Warrior and Magnificent and the destroyers Micmac, Iroquois and Haida, as well as in various shore establishments.

Commissioned Writer Officer Smith entered the RCN in March 1941 as a writer and served in shore establishments on both coasts. Since the war he has served in the Haida and various fleet establishments.

Commissioned Writer Officer Steed joined the RCN in July 1941. He served on both coasts and in the United Kingdom until October 1944,



Men in HMCS Ontario had the "new look" when they visited Oakland, California, this summer. Receiving his new white uniform from Ldg. Sea. John Derochie, Claresholm, Alta., left, is PO Robert Laudon, RCN(R), of Vancouver. Ldg. Sea. Ralph Adolphe, of Biggar, Sask., centre, has wasted no time in changing into his. (OC-826)



Shown above are the members of the second class to graduate from the RCN Preparatory School at Esquimalt. Front row: left to right: Petty Officers Bruce G. Richards, Edmonton; John D. R. O'Neill, Montreal; Norman B. O'Neil, Saint John, N.B., and A. Ralph Mason, Edmonton. Rear row: AB Douglas Jebson, Oyama, B.C.; Ord. Sea. John V. Graham, Toronto; Ldg. Sea. Andrew J. Nichol, Acton, Ont.; Ord. Sea. Norman J. Haslett, North Vancouver, and Ord. Sea. John D. Buchan, Vancouver. Standing at the back is CPO Fred A. Jones of Swift Current, Sask., and Victoria.

when he was drafted to the Uganda (now Quebec). He later served in the Rockcliffe, in HMCS Chippawa, Winnipeg, and the Canadian Services College, Royal Roads.

Commissioned Cookery Officer Bonoyer joined the RCNVR as an assistant cook in November 1942. He served in the frigate Cape Breton for a year and a half, during which time he transferred to the RCN. He later served in the Ontario, Antigonish and the Ontario for a second time.

Commissioned Cookery Officer Hawkins joined the RCN in September 1937 at Esquimalt. He first went to sea in January 1939 as a cook in HMCS Ottawa. He later served in the converted yacht Sans Peur and the auxiliary cruiser Prince Robert. Since the war he has served at sea in the Ontario and Magnificent.

Second Course Graduates from Preparatory School

Ten men graduated this summer from the second Preparatory School course to be conducted at HMCS Naden.

The graduates were: PO John O'Neill, Montreal; Ord. Sea. Norman Haslett, North Vancouver; Ldg. Sea. Andrew Nichol, Acton, Ont.; Ord. Sea. John Buchan, Vancouver; Ord. Sea. John Graham, Toronto; CPO Fred Jones, Swift Current, Sask.; PO Ralph Mason, Edmonton; PO Norman O'Neil, Saint John, N.B.; PO Bruce Richards, Edmonton, and

Ldg. Sea. Douglas Jebson, Oyama, B.C. The first five men on the list graduated with first class honours.

All ten men are now qualified academically for promotion to commissioned rank, either as branch officers or, in the case of the younger men, through the university, services college or "upper yardman" schemes.

The class was enrolled last October and began a course which consisted of Senior Matriculation mathematics (algebra, geometry and trigonometry), general physics, chemistry, English and French.

The school was organized two years ago "to provide an avenue of advancement for every ambitious sailor, regardless of rating."

RCN Radiographer Passes USN Course with Honours

Chief Petty Officer William E. Noel, of Victoria and Port Simpson, B.C., has been assigned to the US Naval Medical School, Bethesda, Maryland, for a year of special training following his graduation with honours from a course in radioactive isotopes at the school.

On the recommendation of the commanding officer of the school, CPO Noel will stay on at Bethesda for advanced training as an instructor in radioactive isotopes.

In a letter to Naval Headquarters, the commanding officer of the school said that CPO Noel, one of the "most outstanding" members of his class,

had attained a final average of 95.6 and had "demonstrated exceptional interest and application in all phases of the work." During his additional year of training he will gain practical experience in the clinical and biological uses of radioactive isotopes.

CPO Noel entered the RCN in May 1940 as a probationary sick berth attendant. During the war he served in hospitals on both coasts and at sea in HMCS Prince Robert. In 1942 he went to the Royal Victoria Hospital, Montreal, for a course in radiography.

At the end of his first engagement he left the Navy but re-entered in June 1949. He was serving in the RCN Hospital, Esquimalt, when he was selected last fall to go to the USN Medical School, becoming the first RCN man to take the course in radioactive isotopes. He was advanced to CPO 2nd class while at Bethesda.

Two Classes Complete Communications Courses

CR 38, the second visual class to complete training at the Communications School, Halifax, since the split of the Communications Branch, came through with flying colours. Under the tutoring of CPO Charles Light, the whole class obtained pass marks and achieved an over-all average of 88.2.

All ordinary seamen, the graduates were granted leave, then joined the fleet as follows: Robert Maxwell and James Martin to HMCS Micmac; James Parsons, Brian Haire, Ian Hewitt, Patrick Robertson and

William Kingsland to the Magnificent; Leonard Woolven, Cecil Drummond, John Molnar to the Athabaskan, and William Blades and Arthur Markle to HMCS Naden.

CR 39, under PO Bob Palmer, finished June 29, enjoyed 30 days leave and took up new duties as follows: Ordinary Seamen Owen McKeller went to HMCS Portage; Donald Ostler to the Ontario, and James Yakabuski, John S. Oros and Wilber Hall to Naden.

CPO Charlie Bourgeois, formerly of the Comschool staff, has been drafted to Naden, rejoining his home port division.

RCN(R) Officer Awarded Fellowship at Harvard

An RCN(R) officer from HMCS Chippawa, Acting Sub-Lieut. Shane MacKay, became the first Canadian newspaperman to be awarded an Associate Nieman Fellowship.

The fellowship provides for study at Harvard University from September 1951 to May 1952, during which time Sub-Lieut. MacKay will be given leave of absence from his newspaper. For the last two years he has been senior legislative reporter for the Winnipeg Free Press.

After completing his fellowship studies at Harvard, he will move to the Ottawa Bureau of the Free Press.

He joined the Active List of the RCN(R) at HMCS Chippawa as an acting sub-lieutenant in March of this year.

Athabaskan's XO Served in First Ship of Name

Lieut.-Cdr. Robin B. Hayward, Executive Officer of HMCS Athabaskan, had reason to be particularly pleased with his appointment to the ship prior to her sailing for a second tour of duty in the Far East. Lieut.-Cdr. Hayward served in the first Athabaskan from the day of her commissioning early in 1943 until she was sunk in action off the coast of Brittany on April 29, 1944. Picked

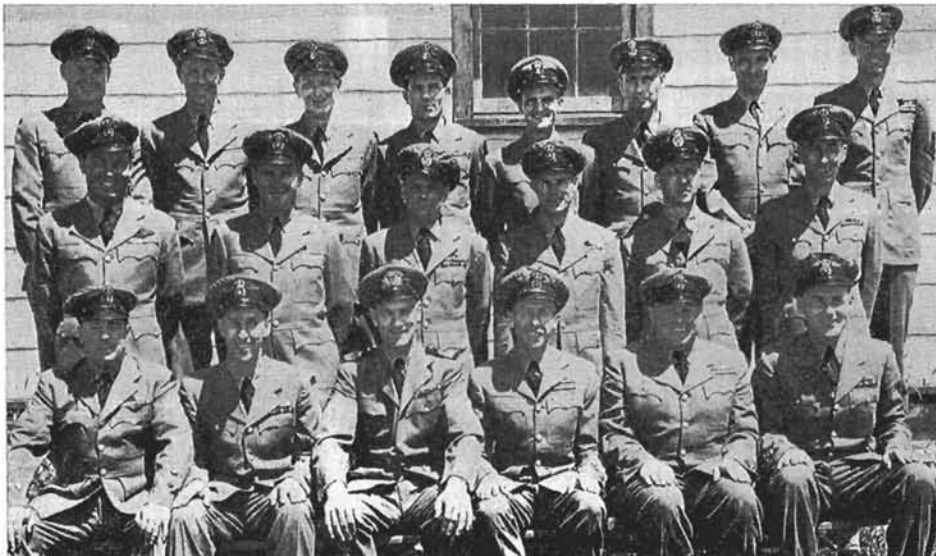


up by a German minesweeper after three hours in the water, he was a prisoner of war until liberated by British forces at Bremen, exactly a year later.

A native of Duncan, B.C., Lieut.-Cdr. Hayward entered the Royal Naval Reserve in September

1937 and served two years in the 113-year old training ship, HMS Conway. When the Second World War broke out he transferred to the RCN but continued serving with the Royal Navy in the battleship Nelson and destroyer Jupiter. His first Canadian ship was the corvette Drumheller, to which he was appointed late in 1941. He served in her for a year and a half before joining the first Athabaskan.

Since the war he has held the appointments of Senior Term Lieutenant at Royal Roads, Commanding Officer of the auxiliary vessel Ehkoli, Staff Officer at HMCS Unicorn, Saskatoon, and Assistant Training Officer in HMCS Ontario.



Pictured above are members of the 18th Chief and Petty Officers Leadership Course to be held at HMCS Cornwallis. Front row, left to right: CPOs R. H. Williamson, W. A. Stockley, Lieut. (S) A. F. Reade (course officer); CPOs A. P. Howard (instructor), E. S. Crone and N. A. McLeod. Centre row: CPOs H. F. Clark, J. D. Hovan, S. W. Rumson, V. R. McMurtrie, I. N. Doucet and J. W. C. Pottinger. Rear row: CPO J. E. McSweeney, POs F. H. Lowe, C. A. Napier, L. R. Day, E. Poirier and J. E. Plastow, CPO P. J. Duchene and PO A. D. Ireland. (DB-1066-1)

Naval Men Help Find Missing Persons

A call for help from Hammond Plains, near Halifax, was answered by 25 naval volunteers from HMC Dockyard to help in the search for Mrs. Jack Burns, 70-year-old Hammond Plains resident who had been missing from her home for three days. The naval party joined residents of the area who were already organized into several search parties.

Almost when all hope for her safety had faded, Mrs. Burns was found on the fourth day, exhausted from hunger and exposure but otherwise safe and sound.

Late in July, a number of men from HMC Naval Radio Station Gloucester, near Ottawa, assisted in the search for an elderly man who had become lost in dense bush. He also was found after a four-day search.

LOWER DECK ADVANCEMENTS

Following is a further list of advancements of men on the lower deck. The list is arranged in alphabetical order, with each man's new rating, branch and trade group opposite his name.

RCN

ACKERT, Stewart M.....LSCK1
 AMEY, John H.....LSNS1

BATTLE, Jesse F.....LSMA1
 BERTRAND, Harold H....LSNS1
 BOWERBANK, Bernard J...LSCV1

CAMPBELL, John W.....C2SM3
 CANUEL, Louis E.....LSCK2
 CLARKE, Henry M.....C2ER4
 CLARKE, Robert M.....LSMA1
 COURT, Fred J.....LSCK1
 CROWE, Donald E.....LSMA1
 CURTIS, Edward G.....C1SH4

EDISON, Joseph E.....LSCK1
 ELLIOTT, James G.....P1ER4

FAWNS, William D.....LSHA2
 FENRICH, Melvyn D.....LSMA1
 FITZSIMMONDS, Patrick T LSQR1

GILES, Norval E.....P2CK2

HALL, Charles W.....LSCK1
 HALVERSON, Donald M...P1LA3
 HAMILTON, Martin E.....P1AT4
 HENDERSON, David.....C1SH4

JAMES, Lionel S.....C2CK3
 JOHNSON, Murray J.....P1AT4

KING, Robert.....LSSM2

McKILLOP, Walter D.....LSSWS
 MICHAUD, Leo P.....LSNS1
 MORGAN, Henry C.....C2VS3

PATERSON, Bernard C....LSVS1
 PHILLIPS, Leo H.....LSAW1
 POTTS, Reginald A.....C2RR4
 POWELL, Edward C.....LSRR2

RUDOLPH, Donald J.....P2RC1
 RUTHERFORD, Douglas ..LSSM1

SAMALACK, Frank.....P2SW1
 SANGSTER, Joseph D.....LSLR1
 STEWART, Ronald F.....LSVS1
 STODDART, John A.....C2PT2
 SUTHERLAND, Earl J.....C2ER4

TOBIN, Bruce T.....P2AW2
 TOUGH, Gordon G.....P2NS2

WALSH, Edwin J.....LSRPS

RCN(R)

ALLISON, J.....LSTDS
 ASHTON, G. A.....LSAO1

BR◊MBLE, E. G.....P1QR1
 BROWN, G. W.....LSVS1
 BURCH, N. C.....C1TD1

CONE, R. M.....LSTDS
 COSTELLO, A.....C2QMS(NQ)
 COUSINS, L. M.....P2(NQ)
 CROWHURST, C. H.....C1OR4

EATON, E. E.....P1CC2

GREENHALGH, W. A.....LSBD1

HAWTHORNE, J.....C2RT4
 HINEMAN, C. S.....LSMA1

IRELAND, T. J.....P1ER4

JENKINS, K. E.....LSTDS
 JOHNSON, D. M.....LSEM1
 JOHNSTONE, K. R.....LSVS3
 JONES, A. F.....LSPHS

LAFORET, J. A.....LSNS1
 LAWRENCE, H. J.....C2TC2
 LECKIE, Peter.....C2SM2
 LITTLE, N.....LSTDS

MERCIER, J. R.....P2SW1
 MICALLEF, F. J.....LSCMS
 MILL, S. N.....LSMA1

PARRISH, J. E.....C1CV3
 POWROZ, W. S. R.....P1CR2

QUIRBACK, C.....LSCK2

SANDISON, J. E.....LSCW1
 SCOTT, D. L.....P2RT3
 SCULLION, W.....LSAAS
 SIMPSON, J. M.....C1ET4

THOMAS, E. L.....C2MA3
 TYSON, L. W.....LSTDS

WEST, A. G.....C2CK3
 WHEELER, J. T.....P1CV2
 WILSON, L. G.....C2ER4
 WOOD, E. Y.....C1CW2

First Jet Graduate

Commander (P) G. C. Edwards became the first RCN officer of commander's rank to fly jet aircraft when he successfully completed a jet conversion course at the RCAF station at Scoudouc, N.B., this summer.

Commander Edwards made the requisite speed and altitude flights and had an introduction to RCAF fighter formation and tactics and navigational exercises, including a flight from Scoudouc to Toronto and back.

On completing the course, Commander Edwards took up the appointment of Commander (Air) at HMCS Shearwater.

Reserve Communicators Take Summer Training

Four chief and petty officer communicators of the RCN(R) took a two-week course in the Communications School in Halifax and then joined the Atlantic Coast Training Force for the second cruise to the United Kingdom.

They were CPO John Parrish and PO John Siddons, HMCS Star; PO Charles Williams, HMCS Chippawa, and PO Everett Anderson, HMCS Queen Charlotte. On their return, they rejoined their respective divisions on continuous naval duty.



A number of naval communicators serving in HMCS Ontario take a "busman's holiday" during off-duty hours, turning to unoccupied radio sets to pursue their hobby as "hams." In the above photo, CPO Roger Curtis, of Edmonton, listens in on the "ham" band in the cruiser's radio office. During the Ontario's spring cruise to Australasia, fellow amateurs with whom they had made friends by short wave radio welcomed and warmly entertained the Canadian naval "hams" in almost every port of call. (OC-795).

A Real Naval Veteran

by H.C.W.

Since 1772, Clock Has Told
Time in Dockyard
at Halifax

HENRY C. Work's famous Grandfather's Clock "... stopped short, never to go again . . .," but the granddaddy of Canadian timepieces is still proudly ticking away the seconds in Halifax's historic dockyard, as it has for almost two centuries.

From its tower over the Naval Fire Hall it clangs the hours, and sailors and dockyard employees stop to check their watches, just as their predecessors did down over the years.

The clock is one of the few remaining relics of the Navy's early days in Halifax. First installed over a sail loft in 1772, it was moved to the new fire hall when the loft was demolished in 1941 to make way for new buildings.

The clock receives jealous attention, its speed or lag causing a flood of phone calls to the firemen. Recently it was taken down for its first major overhaul. Precision workers from the Naval Armament Depot in Dartmouth found this inscription on its

Works: 1767 *Aynesth Thwaites, Clerkenwell, London.*

A masterpiece of old-time craftsmanship, it was entirely hand-tooled, from forged shafts to laboriously filed gears. Two hundred and fifty pound weights drive its nine-foot pendulum.

Merle (Curly) Alguire, watchmaker in the Fire Control Precision Shop at NAD, Instrument Repairman George Haughian and Apprentice Eddie Hagen lavished loving care on its machinery. Alguire, also a machinist by trade, marvelled that the old clock kept going. Many of its parts were seized and Alguire refaced and replaced pallets and bushings.

But like the song:

"... It wasted no time and had but one desire;

At the close of each week to be wound,

And it kept in its place, not a frown upon its face,



... Still Going Strong

And its hands never hung by its side . . ."

So,

Every Saturday now "Curly" personally supervises the setting and winding of the gears. The clock only runs about half a minute fast over an eight-day period.

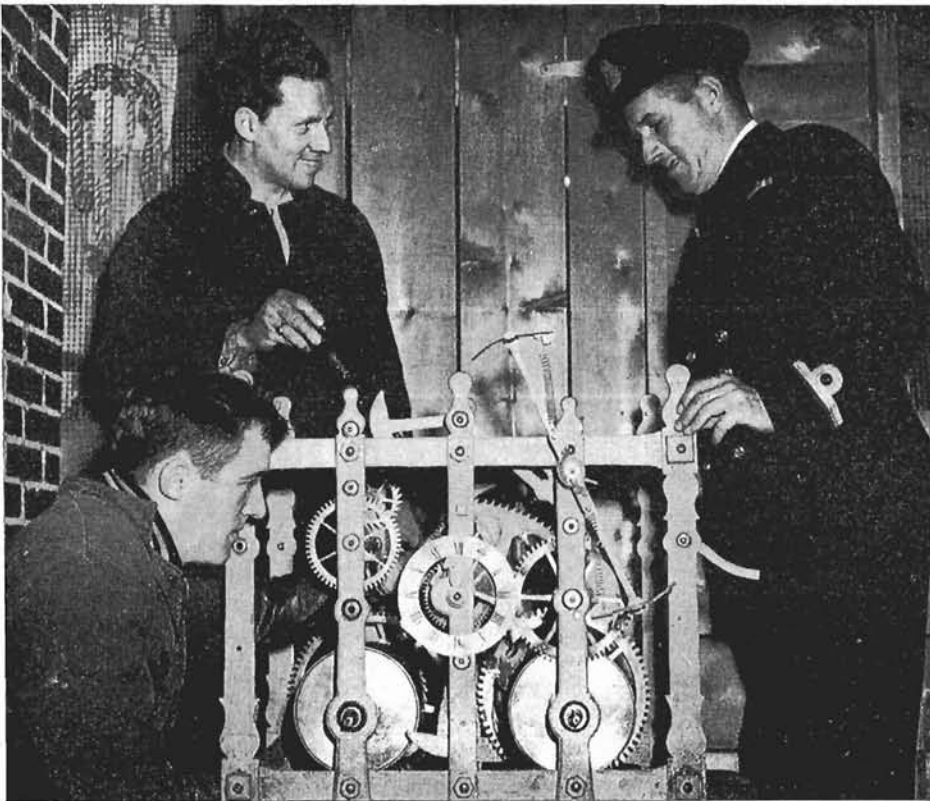
Its white-on-black face and bell are not original. The present bell is from a ship but only the date, 1797, is still discernible. No other data is available.

The clock was a casualty when most of north end Halifax was levelled in the 1917 explosion. But two Dockyard old-timers, John Beanlands (retired senior foreman) and Gordon Heffler (still electrical foreman), repaired it at the old sail loft berth. Erection of the new fire hall revived interest in the timepiece and when the sail loft was torn down a new tower was designed for it above the headquarters of the firefighters.

It seems that the Navy has another clock somewhere, though it's not as old as the fire hall fixture. The recent face-lifting of the latter dissipated a popular belief that it was the one removed from a former Gun Wharf building on Water Street.

But what has happened to this other clock is a mystery. According to Mr. Beanlands, it was removed from the Gun Wharf when the Central Victualling Depot was established there in late 1941, and was crated and sent to a warehouse for safekeeping. Track of it was lost there, but it is believed to be in mothballs at some obscure storage place.

The Dockyard clock is a monument to pioneer Halifax and early naval traditions there. How long it will solemnly measure time and arch its hands over that naval port is for future generations to tell. With care, it may toll well on into the next century.



Watchmaker Merle (Curly) Alguire shows the intricate works, all tooled by hand, of the old Dockyard clock to Commissioned Officer (SB) Les Parker, fire captain. Alguire and Apprentice Ed Hagen, kneeling, repaired the historic timepiece. (HS-12727).

The UNTD Goes to Sea

by A. B. R.

Cadets Learned and Saw Much on Training Cruises to 'Other Side'

Experience at sea is the crux of UNTD training, and experience at sea is just what more than 450 cadets received this summer in the ships of the Atlantic Coast Training Force.

The three ships — the La Hullose, Crescent and Swansea — made three voyages to the United Kingdom. On each occasion they embarked approximately 150 cadets, most of them from universities and a few from the services colleges. This account, written from HMCS La Hullose, deals with the second cruise but is equally applicable to the others.

THIS was not a pleasure cruise by any stretch of the imagination. The real business of crossing the ocean, as far as the cadets were concerned, was to learn about the ship, how to run and care for her and, most of all, how to live in her.

There were many features of this cruise which made it both interesting and, measured by the utilitarian yardstick, highly profitable.

Tuesday, July 3, was half spent in fuelling, then the La Hullose slipped to join the Swansea and Crescent, who had fuelled previously, off Halifax. Seven hundred tons of oil in the tanks and the broad Atlantic ahead! It dawned upon everyone that at last we were on our way and that the next land we should walk upon would be that of England. Desire and eager anticipation became accentuated by the sense of release produced by vistas of sea and water alone.

However, all was not so rosy and ethereal below decks. The repercussions of crowded conditions were being felt everywhere in the ship. The wardroom was packed and the cadet messes were forced to accommodate half again their normal complement. Crowding is by no means unusual in warships, but it does cause confusion, especially in messes inhabited by people most of whom are "off to sea" for the first time.

Adding to the immediate discomfort was . . . seasickness. The sea provided the incentive in the form of a good roll and a bit of a pitch. Imagination and suggestion completed the unfortunate picture. The ship's roll was discussed in detail, as were

all the known theories of defeating seasickness. Seasickness became a mania, to be examined, thought out in detail and miserably endured for a brief yet seemingly interminable 24 hours.

Throughout the next seven days the weather held fine and clear, with but one brief squall to add a dash of variety to the meteorological stability. During this time the sea training classes got fully under way.

Seamanship took up by far the largest percentage of the instructional time. Knots and splices, boatwork, boat drills, tow fore and aft, jackstay transfers and the general job of housekeeping — all bulked large in the cadets' timetable.

Pilotage, anchors and cables prepared the cadets for the several times the ships would come to anchor around the British Isles. The entire ship's organization also came within the syllabus of the first year cadet training. Meanwhile, the cadets learned to live in their messes with reasonable comfort.



Two cadets combine in taking a sun sight on the bridge of HMCS Swansea during the East Coast training flotilla's second summer training cruise to the United Kingdom. Cadet Harold F. Stevens, of Halifax and Dalhousie University, left, checks the time of the sighting while Cadet Andrew D. Gorman, of New Glasgow and St. Francis Xavier University, "shoot the sun" with a sextant. (LAH-106).

In addition to regular classes, the cadets in all three ships carried out normal shipboard duties. A fair portion of each day was devoted to working part ship — cleaning, painting and tidying.

Further, the cadets stood sea watches — on the bridge, at the lifebuoy station, as seaboat's crew, in the engine room and at the wheel. Cadets were made responsible for actual watchkeeping duties according to their training and experience. Senior cadets were very often in control of the whole ship — under the watchful eye of the Officer of the Watch. Astro-navigation loomed large in the prospectus of both senior and second year cadets, while the specialists followed syllabi designed and supervised for their particular studies.

Late on Tuesday, July 10, land crept up over the horizon. These were the Scilly Isles, to be replaced soon after by the rugged Cornish coast. The ships came to anchor in Falmouth Bay, remaining there for upwards of five hours, after which they proceeded up the Channel, along the beautiful south coast of the Isle of Wight, and finally up into Spithead and Portsmouth harbour. Here they secured alongside Pitch House Jetty, in the very heart of the ancient port and a mere stone's throw from Nelson's great flagship, HMS Victory.

Each day in Portsmouth presented new and fascinating things to see and learn. Morning and afternoon tours were arranged to the various huge Royal Naval training establishments situated around greater Portsmouth. Visits were made to HMS Phoenix, the damage control school; HMS Vernon, the TAS school; HMS Hornet, the MTB base; Lee on Solent, the RN Air Station; HMS Dolphin, the submarine school; HMS Excellent, the gunnery school; HMS Victory, then in drydock, and HMS Duke of York, one of Britain's largest battleships. These tours were at all times busy, informative and made interesting by the high degree of skill and organization which went into their planning and execution.

Portsmouth itself offered manifold

interests. It has been a Navy town as long as there has been a Navy. The old forts in Spithead, the hulk of the once formidable Foudroyant, the little, 200-year-old taverns along the harbour front, and the Victory—all pay mute and not so mute evidence to the nautical past of the city.

Portsmouth did the Canadian visitors great favours. Free transportation on all urban busses, access to the huge municipal swimming pool and free admittance to the Pier dancing pavilion were all provided for the ships' companies. In addition, many of the citizens of greater Portsmouth invited the visitors to their homes during the busy week the ships were in the harbour.

Inescapably, the highlight of the entire stay was the 48-hour leave granted to each one of the ship's company. The great majority spent this free time in London. Several hurried to Scotland to visit relatives, while a few went to such cities as Bristol, Manchester and Birmingham to visit or re-visit old friends. Everywhere the Festival was in evidence in the form of displays, floodlighting, flags and general, good-spirited hospitality.

The new Canadian khaki uniforms seemed to cause, at first, confusion, then interest wherever they were

seen, while the "Canada" flashes drew a ready welcome.

The flotilla put to sea again on July 18 and course was set down the Solent and Channel, round Land's End and into the Irish Sea. As the course at all times was skirting the coast, sea training centred on the art of pilotage and associated subjects.

Late on Friday the 20th the flotilla entered the picturesque harbour behind the Holy Isle guarding Lamlash Bay, Isle of Arran. The high lands around the lovely little village formed a picture of serenity while on board the ships spirit and activity ran high in anticipation of the regatta to be held the next day. The racing crews exercised constantly. Boatwork and rigging classes took on added meaning.

Meanwhile, softball teams went ashore to play on the village common. Several hilarious and noisy games between the teams from the ships provided a great deal of amusement for the participants and a good deal of amazement for the Scottish spectators.

The following day was entirely devoted to the regatta. Teams pulled hard on the course laid out between the ships and war canoe races and jousting added lighter touches to the keen competition. Unhappily, all sailing had to be postponed for

lack of wind. The festivities and rivalry were rounded off with a mass picnic held on the Holy Isle in the evening.

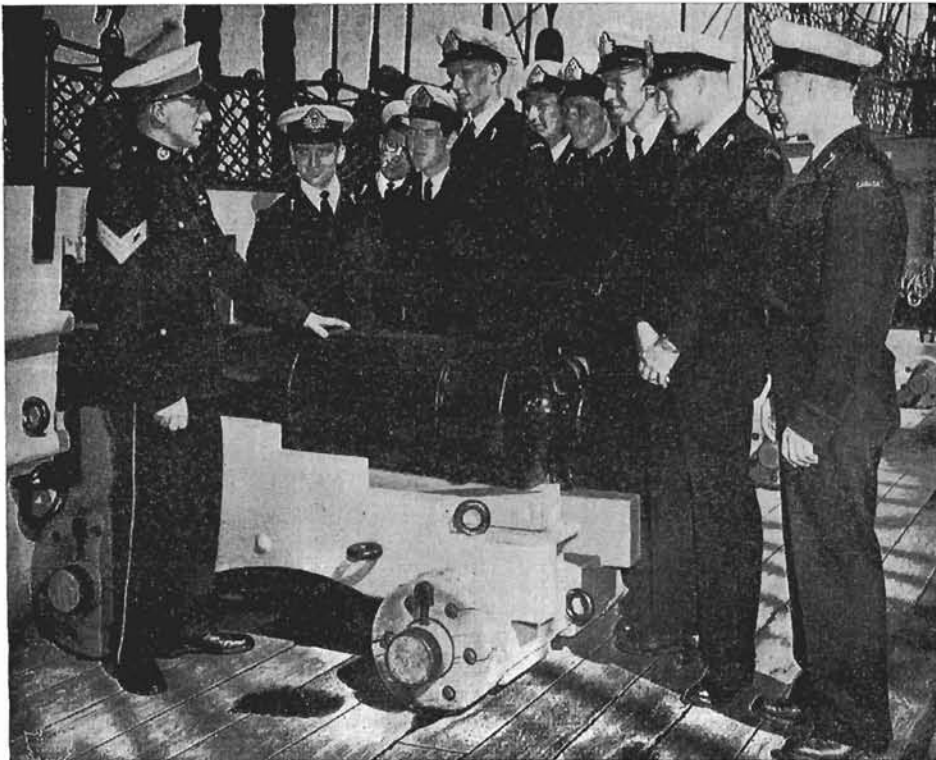
During the afternoon a sports party was landed in Lamlash to take part in the Veterans' sports day. (See Navy Plays). It was an informal, most friendly affair at which the Canadians were the honoured guests and among the most active participants. At a dance in the evening the prizes were distributed, with half of them going to the Canadians. Visitors were welcomed on board next day prior to the departure for Belfast.

The reception accorded the Canadians in Belfast was truly overwhelming. Immediately the flotilla secured, dance and ice review tickets were distributed to the ships' companies. During the afternoon, two tours were scheduled. One was to the Parliament Buildings, where the 100 visiting cadets were conducted through the chambers and galleries by a guide who was eager to explain their history and architectural beauty. Tea was served later in the great government reception room and there the cadets had the privilege of meeting the Prime Minister. At the same time the Overseas Club of Belfast entertained 60 cadets at a tea at which they met persons from all over the Commonwealth.

The following day, tours were arranged to the North Ireland Farm and Factory Festival Exhibition and to the great Ulster brewery. The Ulster Tours Board took 50 of the Canadians on a day's outing to Portrush where they became the honoured guests of the Urban District Council at a carnival and an evening of dancing thereafter. A banquet was also given the visiting Canadians by the Portrush council, at which the president officially welcomed the party. He was promptly awarded three lusty cheers and a "tiger."

Early next morning the flotilla sailed to refuel at the old war-time base of Lisahally, before commencing the homeward journey across the Atlantic. Off the Irish coast, the ships steamed into rough weather and seasickness again reared its ugly head. To all hands' relief, "pipe down" was sounded for the remainder of the day.

For the succeeding eight days normal, yet intensive, sea training prevailed. Cadets again went to classes in anchors and cables, ship handling, rigging, etc. Also included in the agenda was a demonstration of dropping depth charges and a gunnery shoot just off Halifax.



Lord Nelson's famous flagship, HMS Victory, was one of the principal points of interest visited by the cadets during their tours of ships and establishments of the Royal Navy at Portsmouth. Here a Royal Marine guide shows a group of cadets a model of a muzzle-loading cannon used in the Victory at Trafalgar. The original is preserved in the Portsmouth Dockyard Museum. (LAH-158).

In the evening of the third day out, the Crescent was obliged to detach and make for Ponta Delgada, in the Azores, at high speed. Her diversion was necessitated by the critical condition of one of her seamen, who had suffered a severe attack of appendicitis.

On arrival at Ponta Delgada, AB Thomas Denault, of Fort Coulonge, P.Q., and Toronto, was placed in a waiting ambulance and taken to Saint Andre Nursing Home, where, in a successful operation, his appendix was removed 55 minutes later by one of Ponta Delgada's leading surgeons.

The Crescent refuelled and after hearing the results of the operation proceeded to rejoin the frigates.

It was contended in the opening paragraphs that this cruise, measured by utility's yard stick, was a profitable experience. The truth of the maxim lies in the fact that the cadets were constantly learning. Not only were they able to apply the lessons of the classroom ashore and absorb new lessons taught them at sea, but they became intimately familiar with the thousands of little things that make shipboard life unique.

These cadets, most of them from places having little or no contact with the sea, in the brief period of six weeks became conversant with the geography, organization, operation, customs, purpose and life of the ship. They even caught a little of the spirit of the ship and the men with whom they served.



Cadet John Deadman, of Hamilton, Ont., and the University of Toronto, exercised a flair for "tinkering" while enroute to Portsmouth, England, this summer on a cadet training cruise, by repairing the rickety piano in the cadets' messdeck in HMCS Swansea. After that, during non-working hours, the piano was rarely silent. (LAH-124).



Aerial photos are compared with the chart in plotting a bombardment on board HMCS Huron during a patrol off the east coast of Korea. Left to right are Lieut. J. A. Fulton, of Burlington, Ont., the destroyer's gunnery officer; PO Edgar Colebourn, Sioux Lookout, Ont., and Lieut. R. P. Morris of Halifax, navigating officer. (HU-119).



While operating in the Songjin area, off the east coast of North Korea, the Huron picked up four South Koreans who had escaped from a communist forced labor camp and put to sea in a small fishing boat. Here they point out the approximate position of the camp to Lieut. R. C. Thurber, of Red Deer, Alberta (HU-131).

Afloat and Ashore

ATLANTIC COAST

HMCS Stadacona

The latter part of July was a busy time for all hands aboard Stadacona as they prepared for the annual inspection by Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast.

During the course of his inspection, Admiral Mainguy visited all schools and barracks blocks and was spectator at a 10-team sports tabloid sports meet. The end of the two-day inspection was marked by ceremonial divisions, with the Admiral taking the salute at the march past.

At the conclusion of his inspection, Admiral Mainguy addressed the following message to Stadacona:

"I am most impressed by the progress made since I last inspected Stadacona. The appearance and bearing of officers and men and the standard of cleanliness of the buildings reflect great credit on all concerned."

Communications School

The Comschool in future will award certificates to all members of the Communications branch on the successful completion of their courses. Personnel who graduated from their courses prior to the division of the branch into visual and radio sections may obtain certificates on application to the school. Those who completed training since the split will receive their certificates automatically.

The transfer of the school from Stadacona to Cornwallis has been delayed until the fall in order to permit the completion of electrical installations in the new quarters. — D.A.P.

HMCS Shearwater

HMCS Shearwater was operating at full strength again in late July following the completion of the annual leave period. Except for reserve training and essential services, activities at the air station had been reduced to permit officers and men to take full advantage of their leaves.

Shearwater's construction program is going ahead and good progress is

being made on new buildings and water and sewage excavations.

Aircrew of the RCN(R) carried out refresher flying training in Harvards from the air station during the summer and were given practice in formation and operational flying.

Probably the most active section at Shearwater during the leave period was the Observer School, where 11 UNTD cadets were attending the first course of its kind to be held in the RCN. Handling the instructional chores were Lieut. (O) Edward Brooman, officer in charge of the school, Lieut. (O) Richard Quirt and PO Robert Geale.

HMCS Cornwallis

The Cornwallis guard and band, under the direction of Lieut. W. Hodgkin and CPO M. Nold, travelled to Kentville July 19 to carry out the colorful sunset ceremony.

The guard, consisting of 48 men, was under the command of Instructor-Lieut. L. Farrington and Commissioned Bos'n H. Myers.



Ldg. Sea. John Wright, of Halifax, uses a guide map to point out places of interest in Halifax to Seamen Second Class Juan Ordaz, left, and Eugenio Hernandez, crew members of the Cuban frigate Antonio Maceo, which visited Halifax early in July. (HS-15037).

The routine movements included the guard and band marching and counter-marching at the quick and slow march, followed by the traditional firing of a volley at sunset and the lowering of the flag to the strains of "O Canada" and "God Save the King."

Cornwallis won an accolade from Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, after his inspection of the establishment in late June. Admiral Mainguy sent the following message to Cornwallis:

"It was a pleasure to inspect Cornwallis. The smartness and cleanliness of the personnel and the establishment and, above all, the evident pride and keenness which exist, are most gratifying."

HMCS Wallaceburg

The ship's company welcomed an opportunity to be of assistance in a rescue at sea on May 31. The 40-ton fishing trawler Marilyn Anne, out of Lunenburg, N.S., developed engine trouble off Sambro Head during a gale and the Wallaceburg was sent to the rescue of the stricken vessel. With the assistance of radar, the vessel was located within one hour of leaving Halifax.

The tow was passed in a force 7 gale and the Wallaceburg arrived back in port with the Marilyn Anne in tow, just five-and-one half hours after sailing.

The stokers were leading in the ship's six team softball league at press time.

CPO Kenneth Evans was recently drafted to Stadacona for pension leave following 20 years in the RCN. He has obtained a position with the Director of Civil Defence for the city of Halifax.

HMCS Whitethroat

After a thorough clean-up and an overall painting which kept the ship's company working steadily for nearly three weeks, the Whitethroat was ready July 6 for inspection by the Flag Officer Atlantic Coast. The appearance of the ship was commended by Rear-Admiral Mainguy at the conclusion of his inspection.

Operationally the Whitethroat has been employed on a busy schedule fulfilling the requirements of seaward defence.

CPO B. Pearce proceeded on annual leave to Victoria, while CPO J. R. Lepage has been temporarily drafted on board to make up the complement of the engine room department.

Ord. Sea. J. Wheeler and AB W. R. (Scotty) Graham arrived on board June 28 to replace AB Frederick S. Mitchell and AB Milton P. Dewar, who were drafted to Stadacona.

HMCS Brockville

The Brockville chalked up her first "rescue" since being brought back into commission in April. Principals in the Halifax waterfront drama were the First Lieutenant, Lieut. John MacLellan of Charlottetown, Ord. Sea. Gerald Nicholls of Toronto, Mr. C. F. Carter of Halifax and CNAV Dundalk — and a four-months-old kitten.

The kitten was first sighted from the Dundalk while the tanker was refuelling the Brockville. Perched precariously on a small piece of driftwood, it was being carried up-harbour by the tide. The three men clambered into the Brockville's cutter, which was secured astern of the ship, and brought the frightened kitten back aboard the minesweeper, where it was wrapped in warm blankets and given some hot milk.

Coverdale Radio Station

The married quarters project at Coverdale Radio Station, which was commenced late last year, has been completed, except for landscaping, and provides accommodation for 40 families.

Three streets in the project have been given well known New Brunswick names which were also borne by

Halifax Street Honors Navy Father, Son

The name of a new street in one of Halifax's subdivisions will perpetuate the memory of a father and a son both of whom served in the Navy and lost their lives in the service of their country.

Rowe Avenue will be named in honor of Edward A. Rowe and Frederick E. Rowe. Edward Rowe, the father, served during the First World War and until 1931, when he lost his life on duty.

His son Frederick entered the RCN in 1935 and served in HMCS Saguenay when the ship was escort during the Royal Tour in 1939. He was lost in the sinking of the Margaree in 1941.



A new community is springing up on the shores of Tufts Cove, across the harbour from the North End of Halifax. It is the new naval married quarters project, one of the largest of its-kind in Canada. When completed, the Tufts Cove quarters will contain about 1,200 apartment units and will house an estimated 4,000 persons — naval personnel and their families. (DNS-5505).

former ships of the RCN — Fundy, St. Stephen and Woodstock. A fourth, Miles Road, has been named in memory of the late Commodore G. R. Miles, a native of Rothesay, N.B.

Drafting has been stepped up in recent months, with most of those leaving the station going to HMCS Magnificent.

Things are looking up on the sports and recreation fronts. With the anticipated construction of a sports field, it is hoped that home games may be played on the station in the not too distant future. The football team is getting into condition and interpart softball and volleyball were in full swing throughout July and August. —C.H.W.

HMCS Swansea

Upon completion of the second UNTD training cruise to the United Kingdom, HMCS Swansea arrived in Halifax on August 3 with the Cock-of-the-Walk again proudly adorning her masthead.

Ports of call on the trip included Portsmouth and Belfast with a short stay in Lamlash, Scotland, where a regatta was held. HMCS Swansea again proved to be more than a match for her companion ships Crescent and La Hullose. The affair was

in all respects successful, being well organized and efficiently run due in part to the efforts of Lieut. Ed Wiggs.

While in Lamlash, an emergency trip to Ardrosson was necessary when Able Seaman Basil F. (Tex) MacGuigan was found to have a badly infected eye. His return to the ship in Belfast and recovery from the infection was welcomed by his shipmates.

After a stay of ten days in Halifax, the Swansea again returned to Great Britain for the third and final training cruise of the summer. Final port of call on the cruise was the city of Swansea, Wales.

HMCS La Hullose

In early July the La Hullose sailed from Halifax with the Swansea and Crescent, carrying a new group of cadets on Cruise Baker of the summer training program.

There were some changes in the itinerary this time as the group put into Lamlash Bay, on the Isle of Arran, and Belfast, instead of Invergordon and Rosyth, as on the first cruise. The Royal Navy again showed their hospitality and the host ship, HMS Vernon, did everything possible to make the Canadians' stay in

Portsmouth an enjoyable one. It was a welcome interlude from the training schedule.

TAS School

During the month of July, one class of TD3s and the long TAS officers' course spent two weeks at sea in the Wallaceburg and the Portage carrying out A/S training with a USN submarine from New London, Conn. The officers then spent another two weeks practicing with HM Submarine Thule, in the Bay of Fundy.

The TAS School softball team got off to a flying start in the Stadacona inter-part league and at the time of writing was holding down first place in Section A of the two-section league.

PACIFIC COAST

Aldergrove Radio Station

Since July the White Ensign has been flying over Naval Radio Station Aldergrove from a mast erected on the site of the old carpenter's shop.

The mast has a large square cement base with ten feet of lawn on three sides, the fourth side fronting the station's main road. A flower bed borders the lawn, adding a colourful trim to the site.

However, gremlins in the form of moles have posed somewhat of a problem for the station's landscapers. Visual personnel swear the mole is a wireless rate, jealously interfering with the mast project, but the radiomen say that, since he is blind, the station's No. 1 pest is obviously a signalman. Meanwhile the flower garden and lawn continue to be suffer.

Recent arrivals at Aldergrove include POs Doug Ireland and Charles Brown; Leading Seamen James McKenzie, Stan Leggatt and Herbert Herman and AB Robert Wilkins. The departed include CPO Jack Humphries to the Athabaskan, PO Robert Williams to the Electrical School, PO Gordon Carr to Albro Lake, and Ldg. Sea. Gordon Smith and AB Clayton Spencer to Naden.

After a slow start, the softball team began to hit its stride in the local Senior "B" League, winning three of five games in the latter part of July. Providing the drafting depot doesn't intervene, Aldergrove expects to make the playoffs.

HMC Ordnance School

Special guests at the Ordnance School picnic held in August were wives and families of the school's personnel serving with U.N. forces in Korea. The picnic was at Elk Lake.



Members of the first armourers' training class from HMC Ordnance School, Esquimalt, were on board HMCS Ontario early in July for the cruise to Oakland, California, to gain practical experience in their work at sea. Assembling a six-inch breech are POs Norman Blais, Kamloops; B.C., Douglas Campbell, Moose Jaw, Sask., and Joseph Slusarenko, of Winnipeg. (OC-819).

CPO George Corp and CPO John Pinkney returned from Washington, D.C., on completion of courses, while CPO Arnold Parkinson left on draft to HMCS Sault Ste. Marie. Recent departures also include CPO Robert Faulks, who has retired.

With an award of 69 points out of a possible 81 the Ordnance School won the cake at a tabloid sports meet at Naden in July. The cake was presented by Commodore E. P. Tisdall.

NAVAL DIVISIONS

HMCS Chippawa (Winnipeg)

The training scene shifted for the summer months from the Winnipeg barracks to the shores of Lake Winnipeg, where an intensive summer program of sailing and boat pulling was organized.

Each week-end found parties of both ordinary seamen and older hands respectively taking and giving instruction in boatwork. Through the courtesy of the commanding officer of RCAF Station Gimli, initial accommodation was provided on the station for the training fleet of boats, consisting of a harbor craft, two whalers and two dinghies.

However, as the boats were based at Winnipeg Beach, the ten-mile trip from Gimli was time lost for instruction and advantage was taken of an abandoned yacht club a few yards from the boat anchorage. This was kindly made available to the division



Wounded while fighting in Korea, a Canadian soldier, Cpl. A. Clark, of Maccan, N.S., was flown across Canada by the RCAF and is now recovering in the naval hospital at Halifax. He is pictured above as Sub-Lieut. Edna McGee checks his temperature and pulse. Cpl. Clark, a member of the second battalion, Royal Canadian Regiment, was wounded in both arms and his left leg by machine gun fire. (HS-15169).



Besides being the kingpin of Canada's naval air effort, HMCS Magnificent is the Navy's No. 1 show-piece. As such she plays hosts to thousands of visitors throughout the year. One group who went aboard her this summer consisted of 53 children whose visit was arranged by the Halifax Colored Citizens' Improvement League. Here Ord. Sea. George Orescan of Vancouver adjusts compass platform phones on, left to right, Charles Husbands, Velma Williams and Sylvia Jackson. (HS-14954).

by Mr. Shirley Campbell. All hands pitched in to make the old clubhouse habitable and it promises to be a good base for future operations.

The Winnipeg division bade farewell at a reception for a comrade in arms, Brigadier R. E. A. Morton, former GOC Prairie Command, on his departure for a new post. — *D.M.*

HMCS Brunswick (Saint John)

Brunswick's tender, the minesweeper Llewellyn, began her schedule of summer cruises June 18 when she sailed for two weeks of exercises in the Bay of Fundy and United States waters.

Highlight of the cruise was a four-day visit to Portland, Maine, where personnel were royally entertained by the United States Navy and the Portland Post of the Canadian Legion. Officers and men were guests of honor at a dance and were entertained at many informal functions. After carrying out a series of exercises along the coast, the Llewellyn returned to her base June 30.

On July 3 the Llewellyn sailed for Eastport, Maine, where personnel played a prominent role in the Independence Day celebrations on the 4th. The visit was made at the invitation of Eastport civic officials and the ship's personnel participated

in the parade and dedication of a new soldiers' memorial. Lieut.-Cdr. Roger Mann, the commanding officer, was a special guest on the speakers'

platform and addressed the large gathering. A contingent from the Llewellyn, the USS Purdy and the Fred Mitchell Post, American Legion,

BRUNSWICKER'S 'KILTIES' PLAY FOR SCOTS GATHERING

The pipe and drum band of HMCS Brunswick, a favorite in Saint John and a source of pride to the naval division there, has won a new audience. Late in June, the unit traveled to Eastport and Portland, Maine, where its smart appearance and stirring Highland music were given a great reception.

Accompanied by Lieut. A. P. Gregory, of HMCS Brunswick, 15 members of the unit, headed by the bandmaster, CPO Fred Hayter, left Saint John June 25 for Eastport, where they had been invited to participate in a parade commemorating the sesquicentennial observance of Eastern Lodge, No. 7, AF and AM. Dressed in kilts and white tunics, the band was one of the most colorful units in the mile-long parade.

After fulfilling the Eastport engagement, the band proceeded the same day to Portland to participate in the three-day annual convention of the Ladies Auxiliaries to the Order of Scottish Clans, United States and Canada. Despite having traveled 400 miles since morning and taken part in the Eastport ceremony, the band consented to play at a dance that evening in Portland, at which personnel of HMCS Llewellyn, tender to

Brunswick, were special guests.

The following morning the band marched to the waterfront to give the Llewellyn a musical sendoff as she left for the return trip to Saint John. Later, as the band passed a United States naval vessel tied up near-by, the pipers struck up "Yankee Doodle," much to the delight of the crew.

In the afternoon the unit led convention delegates in a parade through the streets of Portland and drew hearty applause from the estimated 7,000 persons who witnessed the spectacle. At the conclusion of the parade, crowds mobbed the band members, urging them to continue playing, and the festivities were carried on with dancing to the tune of Highland music.

Before their return to Saint John, the pipers and drummers entertained delegates at informal concerts at the convention headquarters in the Eastland Hotel, serving up a wide variety of Scots folk music as well as more modern tunes.

The feelings of the Scots clansmen, who should know their Highland music, was pointedly expressed in their farewell message to the band: "Will ye no' come back again?"



The pipe and drum band of HMCS Brunswick leads the grand parade of delegates attending the convention in Portland, Maine, of the Ladies Auxiliaries of the Order of Scottish Clans.

participated in the presentation of colours at the dedication ceremony.

Hundreds of United States citizens visited the Llewellyn throughout the day and officers of the ship later were hosts to Eastport civic officials and USN officers at a reception.

Brunswicker played host to personnel of three United States naval vessels early in July. The US Submarine Sablefish arrived July 2 for a four-day informal visit and she was followed July 5 by the destroyer escorts Snyder and Kyne, which remained in port until July 7. Officers of the three ships were received by Capt. C. H. Bonnycastle, commanding officer of Brunswicker, and were entertained by the division's officers. — R.S.M.

HMCS Montcalm (Quebec City)

HMCS Montcalm was host to the French naval frigate L'Aventure during a visit to Quebec City early in July. The chief and petty officers held a dance for the crew of the fisheries patrol vessel and tours were arranged for the visiting sailors during their stay.

Montcalm is training for her part in ceremonies for Their Royal Highnesses Princess Elizabeth and The Duke of Edinburgh when they arrive at Quebec City to begin the forthcoming Royal visit to Canada.

Crews are engaged in boating in anticipation of a regatta this autumn on Lake St. Augustine. The division intends to enter a team in the aquatic competitions.

HMCS Discovery (Vancouver)

Discovery played host in July to officers and men of the destroyer escort USS Gilligan when she visited Vancouver on a reserve training cruise.

Attached to Discovery now is PTC 724, which is used for training on week-end cruises and while alongside. Recent trips have taken her to Bellingham, Wash., and Nanaimo.

There was not the usual cessation of reserve training at the Vancouver division this summer, it having been decided to carry on classes in view of the generally unsettled world situation.

HMCS Donnacona (Montreal)

HMCS Donnacona played host to a unit of the French Navy for the second time this year when the frigate L'Aventure arrived in Montreal on July 12 for a week's stay. Many social and recreational activities were organized for the visitors.

Plans are being made by the Ladies' Auxiliary of Donnacona for a fashion show on the drill deck the evening of October 7 in order to

Unique Award

An officer serving at Naval Headquarters possesses a title unique, not only in the RCN, but in any other navy — if a report published in an Ottawa newspaper is to be believed. We quote:

"Teen-agers Nancy Ussher, 437 Holland avenue, and Dawson McVeetors, 64 Lewis street, and Lt. Cmdr. Paul Godfrey, 166 Faraday street, are the first three persons from Ottawa ever to complete the Eastern Ontario Collie Club's course in obedience training and receive the title Companion Dog (CD).

"The three completed the third of their trial shows Saturday in Kingston. The trials were held in conjunction with the annual Kingston Kennel Club Show.

"Miss Ussher's Dachsund was the second member of his breed ever to qualify. Mr McVeetors competed with a collie, Lt. Cmdr. Godfrey with a miniature poodle."

raise funds for visiting and providing comforts for hospitalized naval personnel in the Montreal area.

The ship's company organized a team to send to Ottawa for the Great Lakes Naval Regatta in defence of the "Cock of the Walk" trophy which Donnacona so unexpectedly captured in its first year of competition.

The local response to the opening of Wren recruiting has been quite favorable, and approximately 25 calls, either by phone or in person, were received daily when recruiting began. — R.F.D.S.

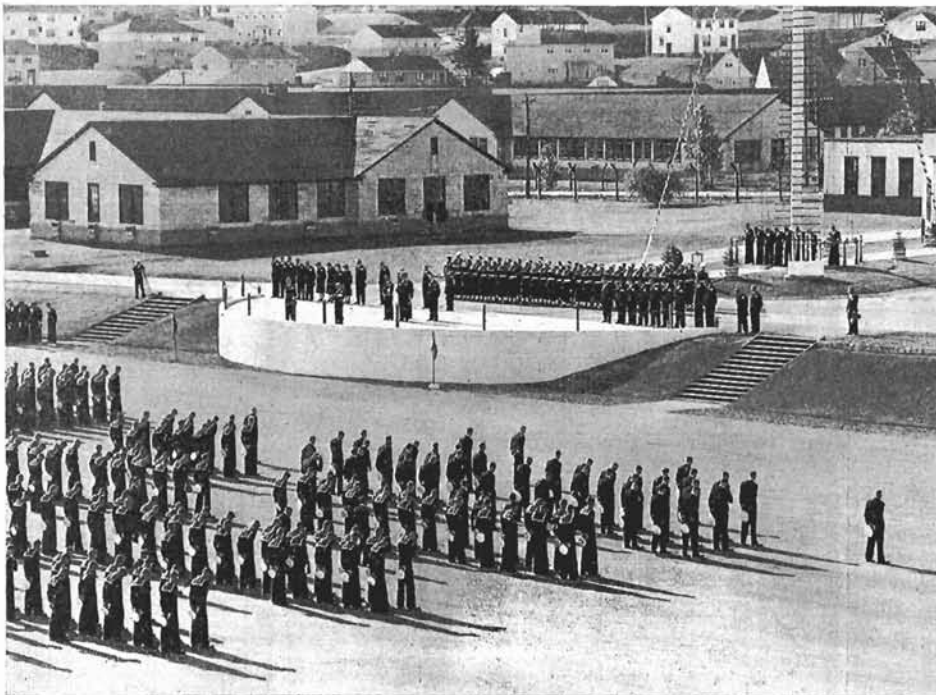
HMCS Cabot (St. John's Nfld.)

HMCS Cabot saw its first christening ceremony since its official opening when Kenneth Samuel Peet, son of PO and Mrs. Samuel Peet, was christened there recently. Officiating at the ceremony was Chaplain of the Fleet (P) E. G. B. Foote. PO Peet was the first Newfoundlander attested into the RCN when it opened a recruiting centre in St. John's after Confederation.

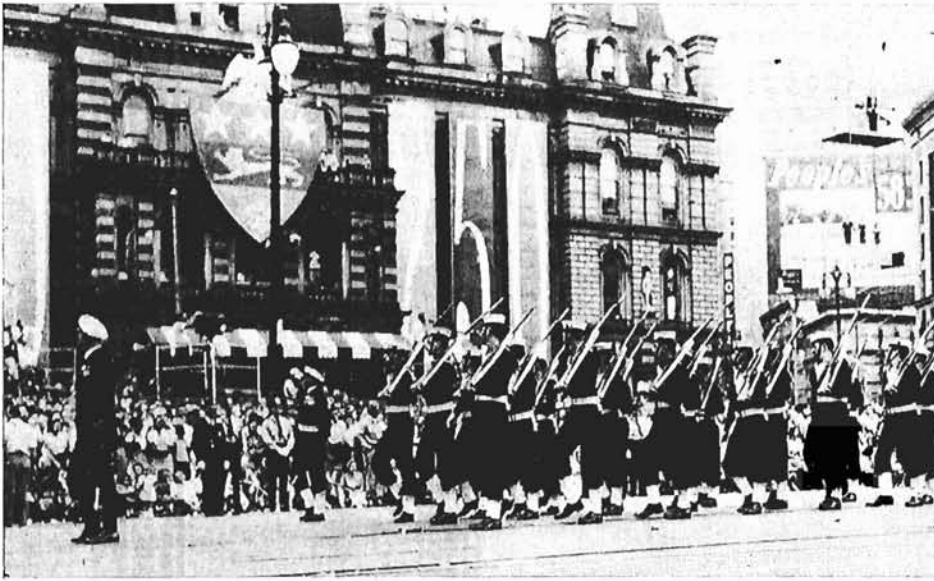
HMCS Hunter (Windsor)

The band and a colour party, guard and escort from Hunter marched in the military section of a monster parade in Detroit July 28. The parade was held in connection with the Motor City's 250th anniversary.

Hunter's regatta team was busy training during August for the third annual Great Lakes Naval Regatta, held over the Labor Day weekend at HMCS Carleton. The team was



Officers and men bow their heads as Chaplain (P) Harry Pike reads prayers during a ceremonial sunset held at HMCS Cornwallis on the occasion of the inspection of the new entry training establishment by Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast. (DB-1075-14).



HMCS Hunter, the naval division in Windsor, Ontario, was well represented in the military section of a monster parade through the streets of Detroit, Michigan, July 28, commemorating the Motor City's 250th anniversary. Shown in the above photo during the parade is a portion of Windsor's naval contribution which consisted of a band, colour party, guard and escort. (Z-6467).

organized and put through its paces by Lieut. T. A. Tarleton.

Officers and their wives gathered in the wardroom July 20 to bid farewell to Lieut.-Cdr. D. Lloyd Davies and Mrs. Davies. Lieut.-Cdr. Davies, Staff Officer since January 1950, departed in August for a new appointment at Stadacona. — *R.M.P.*

HMCS Chatham (Prince Rupert)

Lieut. Noel D. Langham has succeeded Lieut.-Cdr. J. W. Golby as Staff Officer of Chatham. During his tenure of office at this division, Lieut.-Cdr. Golby was active in the formation of a new sea cadet unit in Prince Rupert, RCSCC Captain Cook. The corps is commanded by A. H. Ogilvie, who served in the shipwright branch during the war.

Another of Lieut.-Cdr. Golby's special projects was the construction of the racing yacht Gold Bee, which was officially christened by Rear-Admiral W. B. Creery at Prince Rupert June 23. The Gold Bee was taken to Victoria for the international regatta and finished fourth in the race for boats of her class. She was manned by Sub-Lieut. E. Stollie of HMCS Ontario and AB P. Slova of Chatham.

Prince Rupert was visited by the destroyer escorts USS Grady and USS Johnson in July, on their return voyage from a training cruise in Alaskan waters.

HMCS Queen (Regina)

About 60 couples were present at a chief and petty officers' dance June 16. Cabaret tables decorated with flags formed the background. A few days later the mess held a smoker in honor of PO W. R. Morris, who was drafted to Naden.

Sub-Lieut. J. S. Cottingham was one of the guests of honor at a mess dinner held by the officers. Sub-Lieut. Cottingham has accepted a short

Naval Co-operation

A leading telegraphist from HM Submarine Thule, who injured his knee early in June during a football match at HMCS Shearwater, returned to his native land in July in the sick bay of HMCS Swansea.

Ldg. Tel. Morris Gerard, of London, England, was in RCN Hospital at Halifax with torn ligaments and water on the knee when the Thule completed her period of loan to the RCN and sailed for England. However, Task Group 213.1 was sailing for the UK just when Gerard was declared fit to travel, so he was berthed in the Swansea's sick bay.

At the end of the trip across the Atlantic he had read practically every book in the frigate's library and reported to his new RCN companions that, all in all, it had been the most luxurious crossing he had ever experienced.

Ldg. Tel. Gerard was transferred to the Royal Naval Hospital, Haslar, on arrival in Portsmouth.

service appointment and has been appointed to the East Coast.

The recently renovated wardroom was the setting for a party attended by members of the Regina branch of the Naval Officers' Association of Canada and officers of the division. Highlight of the affair was the presentation of framed autographed photographs of Their Majesties the King and Queen to the wardroom by Commander Aubrey Hall, RCN(R), Ret'd, on behalf of the Regina NOAC. — *C.E.B.*



Royal Canadian Sea Cadet officers who attended a two-week leadership and administration course at HMCS Star, Hamilton, this summer are shown entering the US Naval Air Station at Niagara Falls, N.Y., for a day's visit. The course was attended by 137 officers from Newfoundland to Vancouver Island and was under the charge of Commander E. B. Pearce, RCN, Area Officer, Eastern Area. On completion of the course, Commodore R. E. S. Bidwell, Assistant Chief of the Naval Staff (Plans), inspected the classes, took the salute at a march past and presented the graduating officers with certificates. (O-1946-7).



His duties in the galley took second place for PO Donald Dockrill, of Halifax, one of the Nootka's cooks, during the destroyer's busy patrol off the east coast of Korea May 19 to June 4. The Nootka was extensively employed on bombardment operations, which meant that Dockrill, being a member of one of the four-inch guns' crews, saw comparatively little of the galley. He is the sight-setter and communications number at the gun. (NK-680).

majority must hurriedly desert the galley and pantries to head for the guns, leaving the final preparation to the one watch on duty. Finally, "action messing" is instituted and one man is spared from each of the guns and action stations, but only to pick up the food and take it back to the men at their various posts.

A typical dinner which the cooks may prepare for the ship's company includes cream of vegetable soup, grilled steaks, grilled onions, mashed potatoes, Swiss chard, cocoanut cream pie, bread, butter and a choice of tea, coffee or milk.

Preparation of a meal in a destroyer is considerably different from cooking in the spacious galleys to be found in shore establishments. Although the galley equipment, which includes oil fuel ranges, electric bake ovens, stove cookers, machine mixers, slicer and potato peeler, etc., is adequate to cope with the catering requirements of the ship's company, the working space is limited, as a destroyer must be built to allow the maximum striking power for a ship of her size. The free working area is little more than the average housewife has in her own kitchen. However, by organizing the cooks' and stewards' duties and with proper menu planning and timing, meals for

THEY'RE FIGHTING MEN, TOO

*When Action Alarm Sounds,
Cooks, Stewards Double
to Combat Posts*

WITH THE CANADIAN DESTROYERS IN THE FAR EAST — Cooks and stewards have to be a versatile group in a destroyer at sea during wartime.

Not only do they have their regular duties to perform but they also must double up as members of the guns' crews or ammunition supply teams during a bombardment or "action stations."

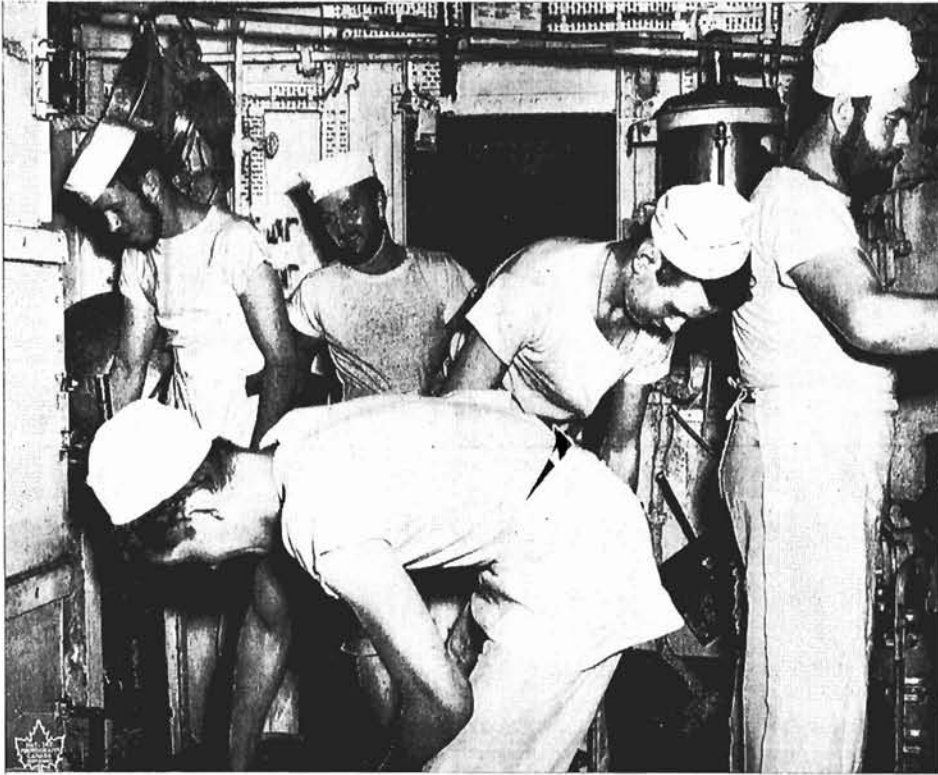
Using HMCS Nootka as an example, we find the cooks and stewards first of all have their routine duties to perform, such as preparing, cooking and serving food to 265 people. This includes roasting, grilling or frying meats, preparing salads, cooking vegetables, baking pies, cakes, rolls and breads, making desserts and so on.

The making of bread provides its own difficulties during a bombardment. As the dough is set to rise, the guns may commence firing, with the result that the dough falls flat — a disheartening experience for a baker at any time.

Adding to their problems is the fact that, in the middle of cooking a meal, "action stations" may sound and the

Able Seaman Emmet LeClair, of Renfrew, Ont., who is rated by his shipmates as the most expert bread-maker among the galley staff of the Nootka, does his baking at night. Here, with the raw dough on one side and the finished product on the other, he prepares another pan for the oven. (NK-681).





There are those (besides the galley staff) who maintain the ship's cook is the most important man aboard. Certainly his is an important job, and one that frequently demands both skill and patience. One of the first things he has to learn is how to work efficiently in comparatively cramped and crowded quarters, as illustrated in this photo taken in HMCS Huron's galley at the height of preparations for the noonday dinner. In the foreground, bending over a cauldron of soup, is AB George Aucoin, of Marguerite, N.S., and behind him, left to right, are ABs Robert Hollas, Mimico, Ont.; Beverley Banks, Shelburne, N.S., and "Bud" Gehan, Tweed, Ont., and PO Bill Clinton, Halifax. (HU-71).

265 persons are prepared, cooked and served without any major difficulties.

Napoleon recognized the importance of cooks when he said "an army marches on its stomach." Just as important are the cooks at sea where the excitement of "action stations" and the rigors of life aboard a wartime destroyer, along with the fresh sea air, build up healthy appetites which, when well-catered to, help provide a happy ship's company.

SAME NAME, DIFFERENT SHIP

For a few brief moments, land-bound HMCS Shearwater might have been imagined as a square-rigger with all canvas set and a bone in her teeth as she set her course across the open sea.

Responsible for this momentary thought was George C. Etheridge, of Monterey Park, California, who wrote to Commander D. W. Groos, the air station's executive officer, early this

year of a ship of the same name but of another day.

Said Mr. Etheridge:

"Reading the enclosed clipping from the Chilliwack Progress, I fell to wondering if your ship was the old Shearwater in which I served from 1901 to 1904.

"I joined her on commissioning at Chatham, Oct. 22, 1901. We were then square-rigged, fore, main and mizzen, up to to'gallants and a huge spanker boom at the mizzen, extending the full length of the poop, which would almost put us on our beam ends when it swung.

"We were armed with six 4-inch QF guns, four 12-pounders and four Maxims. Our ship's company was 105 officers and men. Our skipper was Commander C. H. Umphreville, a veteran of the bombardment of Alexandria and other active engagements, in one of which he lost an eye. He was an inveterate sailor and, with the least sign of a favorable wind, would bank fires and set canvas.

"We were six months making the trip to Esquimalt, arriving there on Sunday, April 22, 1902, at 1600, and

we made fast to our buoy as eight bells were struck.

"When we arrived at Coquimbo, the Icarus, which we were relieving, was there on her way back to England and from her we learned that our sister ship, the Condor, was a month overdue at Honolulu. She left Esquimalt in company with the flagship Warspite, parted from her at Cape Flattery and was never heard from again. The only trace found of her was her dinghy, with the falls cut away and the blocks still on the slings, and a seaman's cap.

"After an inquiry it was decided that class of ship was top heavy, so all of them, including the Shearwater, had their yards stripped from main and mizzen and the spanker boom taken out. This helped a lot, but they were all dirty sea-boats.

"During our commission we made three trips to the Behring Sea Seal Fisheries, two to the south, including Tahiti and Pitcairn, and steamed a total of some 97,000 miles, a naval record for many years.

"In November, 1904, we left the ship at Vancouver and stepped on the train for home as our relief stepped off the train and on to the ship.

"My depot was Portsmouth and, after 45 days' leave, I went through the gunnery school, Excellent, then did a year in destroyers after which I returned to barracks. My last duties in England were to refit the running rigging in the old Victory, then the Port Admiral's flagship. Next I came out to the Egeria, the old square-rigged surveying ship, in March 1906, and we surveyed all around Prince Rupert and the Queen Charlotte islands.

"I took my discharge Jan. 1, 1907.

"I would very much appreciate knowing if HMCS Shearwater is my old ship, and I trust I have not bored you with this epistle.

Am very sincerely yours,

George C. Etheridge,
616 So. Russell Ave.,
Monterey Park, Calif."

Carrier's Chapel Scene of Christenings

CPO L. G. Myers, of HMCS Magnificent, kept Chaplain (P) Gower Stone pretty busy on Sunday, June 3. CPO and Mrs. Myers brought forward for christening in the ship's chapel their three children — Donald, David and Nancy.

Also christened were Claudia, infant daughter of Sub-Lieut. and Mrs. J. Cairney, and Clifford Harold, young son of PO and Mrs. G. R. Marchmont.



The Navy Plays



Gloucester Radiomen Capture Softball Title

For the first time, fate this summer fastened a fond eye on the softball enthusiasts at Naval Radio Station Gloucester, near Ottawa, providing the players and the spirit to carry the naval communicators to the local Garrison League pennant.

The Navy nine, competing with one Air Force and five Army teams, won 14 games and lost two to earn top place in the final standings. Much of the credit is being handed out to Gloucester's pitching staff, mainstays of which were Commander (L) Stuart Paddon and Ldg. Sea. Raymond Eastman. Power in the batting line-up during the season was supplied by Ldg. Sea. Eastman, Ord. Sea. Roland Belleville and Ord. Sea. Louis Lamouroux.

Until this year, Gloucester had trouble even finding enough men to field a team. The situation changed, however, when the new Executive Officer, Lieut. C. W. Fleming, arrived on the station and took sports in hand. His organizational work and

the coaching and direction of PO Gerald Burton produced a team that brought to the Navy for the first time a trophy awarded by one of Ottawa's breweries.

With the pennant secure, the radiomen went on to compete with the three other top teams in the league for a Garrison League cup.

RCN Yachtsmen Shine in West Coast Regatta

The RCNYC entered three sailorettes and eight snipes in the Pacific International Yachting Association regatta held at the Royal Victoria Yacht Club, recently.

Two of the sailorettes came in brilliantly, bringing the club a first and a third in the final tally of the series races and a third in the 20-mile long distance race.

Commander J. S. Davis, sailing the "Blue Goose", chalked up the long distance honour as well as two firsts and a second in the three series races. Chaplain (P) G. L. Gillard brought in a second and two thirds in the series races. After his first boat,

"White Swan," lost her mast in the 20-miler, Chaplain Gillard took over "Red Start" for the series races. In the long-distance race, "Red Start," sailed by Lieut.-Cdr. E. M. Chadwick, did not finish.

During the first of the three series races one of the marker buoys was put awash by the rising tide. Commander Davis was the only one of the field to complete the course and so received his first win. However, he agreed to re-run the race two days later and in the second start he again came in first, this time with Chaplain Gillard closing up in third position. The sailorettes were sailing in a field of seven boats from the U.S. and B.C.

In the snipe class Cadet Nigel Scott-Moncrieff of Victoria, sailing his own boat "Redskin" for the RVYC, came in first. Another RVYC snipe took second place. Lieut. Walter Blandy brought "Domo" in next, catching third position, with Sub-Lieut. E. B. Stolee in "Gold Bee" following in fourth place.

The six other RCNYC snipes in the field were: "Promise," Cadet Richard Kyle; "Simone," Miss Mary Jane Miles; "Nova," Commander (S) P. H. Sinclair; "Vega," Lieut. Bill LaNauze; "Rough Rider," Cadet Joseph Miller and "Scarlet Runner" sailed by Lieut.-Cdr. J. H. Marshall.

Cornwallis Enters Halifax Grid League

New colours will be seen in the Halifax Canadian Football League this fall, HMCS Cornwallis having posted a formal entry in the loop.

The team will be drawn from the ship's company and new entries and it is hoped that under the guiding hand of Coach CPO Andy Chartren it will make a strong bid for the Purdy trophy.

The executive of the Cornwallis club is composed as follows: Chairman, Lieut.-Cdr. W. F. Inman; coach, CPO Chartren; assistant coach, Ldg. Sea. Ron Hayter; manager, Commissioned Stores Officer L. A. Jackson; assistant manager, Lieut. (E) J. F. MacIntosh; publicity, CPO Andy Potts; trainer, AB Ted Dalgleish; equipment, PO Cy Scrivens.



Members of Naval Radio Station Gloucester softball team, who for the first time captured Ottawa's Garrison League trophy, are shown above. Front row, left to right: Ord. Sea. Bruce Barnwall, Ldg. Sea. Raymond Kergoat, Commander (SB) Sidney B. Shore, commanding officer; PO Gerald Burton, coach; Lieut. Charles W. Fleming and Ord. Sea. Louis Lamouroux. Rear row, left to right: Ord. Sea. Kenneth Gouchie, Ldg. Sea. Raymond Eastman, Ldg. Sea. Alfred Brockley, Ldg. Sea. Bryce Eckstein, Ldg. Sea. Eugene Carey, Ord. Sea. Roland Belleville and Ord. Sea. Simon Severenuk. (O-1970-1).

Cadets Are Victorious in Stadacona Sports Day

UNTD cadets took top honours in a tabloid sports meet held on the Stadacona athletic field during Rear-Admiral E. R. Mainguy's annual inspection of the Halifax barracks. A 10-man cadet team amassed a total of 111½ points to achieve a six-point margin over the Electrical School's No. 1 squad in the final count.

Twelve teams took part in the 12-event meet. Third place went to the Supply Branch, just one-half a point behind the Electrical School. Other standings were: UNTD "B" 102; Communications "A" 94; Communications "B" 90½; Navigation 88; Electrical "B" 81; Gunnery 71; Torpedo Anti-Submarine 61½; MTE "A" 59; and MTE "B" 51½.

Admiral Mainguy awarded the prize — a mammoth cake modelled to represent an escort vessel — to the winning team.

Cadets Star as Navy Sweeps Service Meet

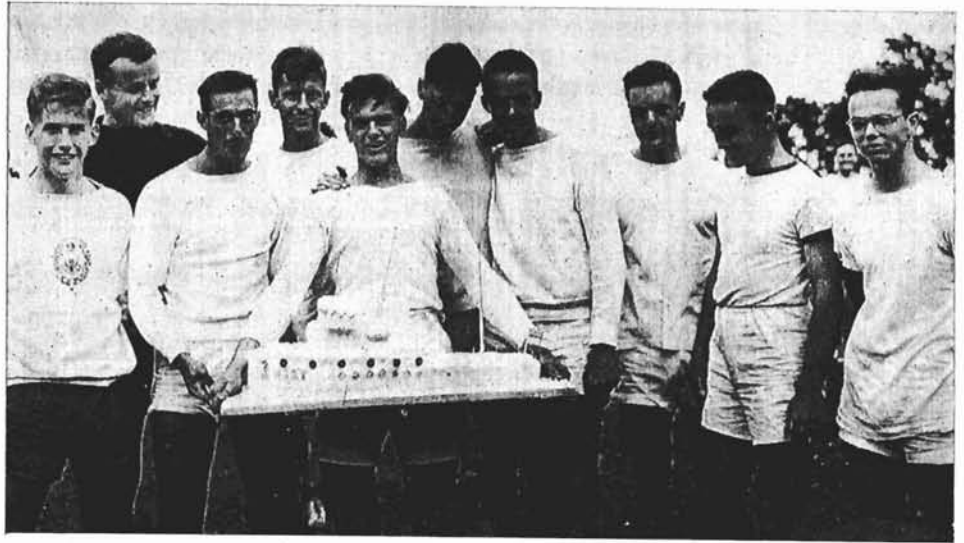
Cadets of the Reserve Training Establishment at Esquimalt spurred the Navy to a blank-out win over the Army and Air Force at the inter-service track and field meet held at Naden's lower recreation field July 25. The Cadets ran up a score of 96½ while other naval participants brought the Navy total to 119 out of a total possible 128 points. The Army and Air Force scraped up 41 and 11 points.

Besides walking off with first place in every official event, Navy received every honour in the unofficial competitions. In the Nursing Officers race the Navy were the only ones to show up for the event. Sub. Lt. (NS) Betty Eagles came in first with Sub Lt. (NS) Dorothy Lines trailing.

In the race for Veterans between 35 and 45 years the Navy made a clean sweep with CPO John (Zip) Rimmer, Capt. (E) B. R. Spencer and Lieut. W. (Scoop) Hibbert taking first, second and third positions. Navy also walked off in the tug of war, taking both the Army and Air Force in straight pulls.

For winning the meet the Navy team was presented with the Brock Whitney Team Trophy which will be put up yearly for inter-service competition.

In judging the winner of the Brock Whitney Trophy for the individual with the highest aggregate, participation in the relay races was discounted since it put the field man at a decided disadvantage. The final tally resulted



Literally taking the cake in the tabloid sports meet held at HMCS Stadacona on July 19 was a 10-man UNTD team which topped nine others in the event. Admiring their prize are, left to right: Cadets Terry Baines, Toronto; Mike Steers, Ottawa; Guy Lanthier, Montreal; Stuart Bruce, London, Ont.; Michael Dusablon, Montreal; Carl Sullivan, Halifax; Don Watson, Buchans, Nfld.; Jean Vincent, Ottawa; Cameron McIntyre, North Bay, Ont., and Max Patterson, Gaspé, P.Q. (HS-15149).

in a tie between Cadet Phil Matson of HMCS Malahat and Ldg. Sea. Melvyn Fenrich, HMCS Naden, of Choicetown Sask., with a total of ten points each.

Cadets Enter Sports Meet Held on Scottish Isle

A team of eight cadets from HMC Ships Crescent, La Hulloise and Swansea took part in an invitation sports day sponsored by the Arran Veterans Association while the Canadian ships were at anchor in Lamlash Bay, Isle of Arran, Scotland, during the course of the second training cruise to the United Kingdom.

Captained by Sub-Lieut. Allan Henley, of Vancouver, the Canadian team won four events, placed second in another and third in a sixth. The other competitors came from various parts of the Isle of Arran.

Outstanding Canadian athlete of the day was Cadet Bernie MacKinnon, of Kentville, N.S., and St. Francis Xavier University, Antigonish, N.S. Cadet MacKinnon won the high and broad jumps and was a member of the winning relay team.

On the same day the ships staged a regatta in Lamlash Bay. The cadets adopted their college cheers to the regatta setting and steam siren blasts heralded the victorious crews. Inter-ship rivalry was keen, with the Swansea's whaler dominating the boat-pulling competition. Sailing races had to be called off because of the lack of wind and prevailing Scottish mist.

Stadacona Sharpshooters Win Herald Trophy

Stadacona sharpshooters made a fine showing in the Nova Scotia Rifle Association meet at Bedford rifle range, near Halifax, winning the Chronicle-Herald trophy for highest team aggregate. Stadacona also won the Irving match trophy by outshooting a team from HMCS Micmac.

Winning team members were: CPO Frank Rushton, Cadet T. F. Baines, CPO T. Clarke, CPO D. Clark and Sub Lieut. (NS) Hazel Mullin.

Cadet Baines triumphed in the Gold Metal match and tied with two others for second place in the grand aggregate. He also won the Stairs-Borden trophy for snap shooting. Three navy men tied for first place in the Simmonds match for tyros, novices and cadets, with CPO Rushton winning the shoot-off. Cadet J. L. Laframboise picked up first prize in the Class "B" Macdonald Export match. CPO T. Clarke finished third in the Stanfield trophy shoot.

Queen Charlotte Team Wins Service Shoot

A sharpshooting rifle team from HMCS Queen Charlotte won top laurels in an inter-service rifle match held the first week in July at Squaw Point range, near Charlottetown.

The Navy team scored a total of 618 points. In second place with 477 points was the 28th LAA Regt. while the PEI Regt. placed third with 438 points.



Shown above are members of the Regulating Staff team which won the inter-part rifle championship at HMCS Stadacona. Kneeling are PO Brian Seager, Halifax, and PO Alvin Underhill, Newcastle, N.B. Standing are CPO James McQuarrie, Estevan, Sask; Lieut.-at-Arms Lawrence Kerridge, Halifax, and CPO Albert Wolfe, Kitchener, Ont. Absent on leave was CPO Cecil O'Hearn.

Members of Queen Charlotte's team and their individual aggregate scores are listed as follows; CPO S. G. Bowles, 90; Ldg. Sea. J. E. MacKenzie, 89; PO A. W. Loverock, 86; Capt. J. J. Connolly, 85; PO A. Costello, 83; Ldg. Sea. M. W. Judson, 67; AB D. Rutherford, 62, and CPO E. V. Pineau, 56.

CPO Bowles was also runner-in the 200-yard and 300-yard events. In the latter he tied with Captain Connolly for first place but lost out in a shoot-off.

The winning team received the trophy and eight individual prizes, all of which were presented by Brigadier W. W. Reid, 21st Armoured Brigade. Range officer was Lieut.-Col. W. J. MacDonald.

Navy Marksman Makes Alberta Rifle Team

At the Alberta Provincial Rifle competitions, held in July at Calgary, CPO Bill Mundie of HMCS Nonsuch, Edmonton, distinguished himself by winning three of the various events, including the United Services Institute match in which he notched a score of 32 out of 35 at 600 yards.

CPO Mundie, the only naval representative in the meet, also won the Ottawa aggregate and earned himself a place on the rifle team that represented Alberta at the DCRA meet held in Ottawa in August. — *E.W.H.*

Saskatoon Tars Win Greenshot Rifle Match

A rifle team from HMCS Unicorn, entered in the Saskatchewan Provincial Rifle Association meet at Dundurn, Sask., July 16-18, captured the M. G. Howe team match shield in the Greenshot match. This was the first time the trophy had been won by a naval team.

The Unicorn marksmen included Ldg. Sea. H. A. Humphreys and Able Seamen P. T. Maybin, G. T. Clark and W. G. Pearson.

Regulators, TAS School Pacing Softball Loops

Regulating Branch was heading "A" section by two points and TAS School had a four-point lead in "B" section as the Stadacona Inter-Part Softball League completed the July portion of its schedule.

Standings of teams in "A" section were as follows: Regulating Branch 12 points; MFE 10; Cadets (A) 8; Electrical School 8; and Communications School 8.

Standings in "B" section were: TAS School 10; Electrical School 6; Naval Stores 6; Writers 6; Cadets 2; and Cooks and Stewards 2.

Shearwater Nine Cops Exhibition Doubleheader

In an exhibition baseball doubleheader at Tatamagouche, HMCS Shearwater defeated the local nine by 6-2 and 6-10 scores.

The first game developed into a pitching duel between AB Albert Gagnon of Shearwater and Hunt of Tatamagouche, while the second game featured home runs by Bob Beaver, apprentice from the Naval Armament Depot, and PO Albert Williamson.

Under the coaching of CPO Johnny Rowland, the air station team has been enjoying a successful season.

Communicators Receive Water Polo Trophy

Commodore A. M. Hope presented Commissioned Communications Officer H. C. Clark, Communications School water polo captain, with the Waddy Specialties trophy at ceremonial divisions on the Stadacona parade ground Friday, June 22.

The Comschool team took first place honours in the 1950-51 interpart water polo season. Members of the winning team were Ordinary Seamen Richard Haire, Leonard Woolven, Joseph MacDonald, Alan Parkin, George Davies and James Saunders and AB Stanley (Doc) Wells.

Gunnery School Scores Surprise Soccer Win

The soccer team from the Gunnery School, Stadacona, scored a 1-0 win over the Branch Officers' eleven in a well-played match last month. The victory was regarded as an upset, the Branch Officers having defeated the strong Cornwallis side in a earlier game.

The Gunnery School team, captained by CPO William Byatt, had to fight all the way to gain the victory. Outstanding footwork by Lieut. Herbert Smith was one of the features of the game, and the enthusiastic support of sideline gun crews contributed in no small measure to the "G" School's success.

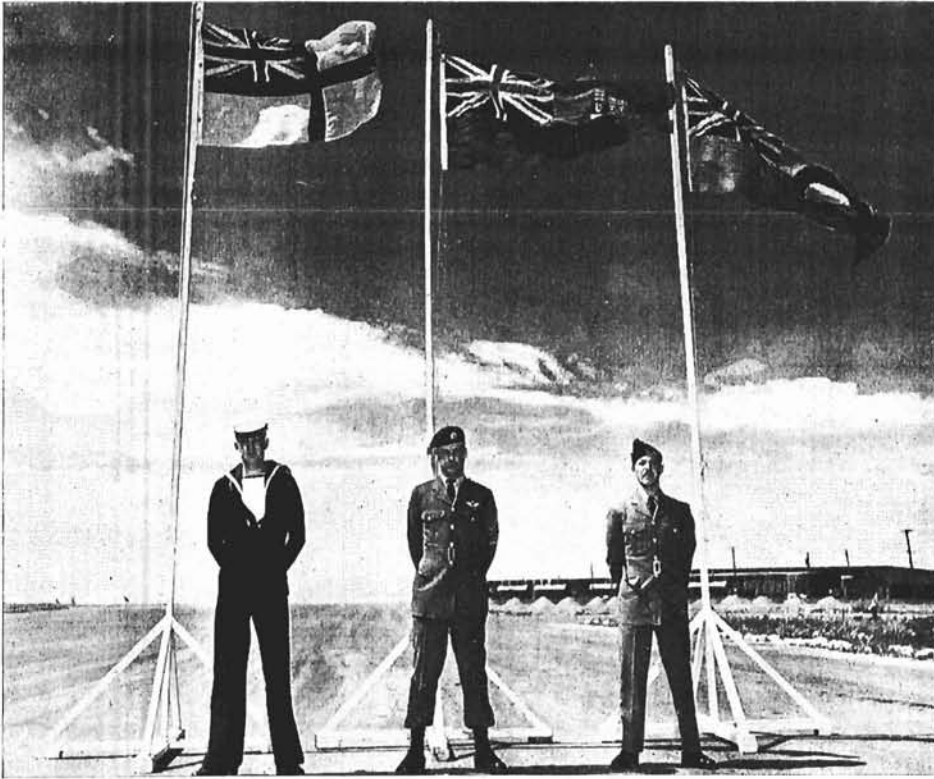
Frigate Teams Play Softball in UK

During UNTD cruise Baker to the United Kingdom, the La Hullose wardroom avenged, by a good margin, a softball defeat suffered earlier at the hands of the supply branch.

In inter-ship softball play, a team from HMCS Crescent swamped the La Hullose team 22 to 5, while in inter-navy competitions between HMS Vernon and the RCN ships La Hullose defeated an all star team from the RN establishment. The cadets aboard fared equally well, defeating another Vernon nine.



AB Gilbert Lundihn, of HMCS Huron, clears the bar at 10 feet two inches to win the pole vault at a track and field meet held by the British Commonwealth Occupation Force at Kure, Japan. AB Lundihn, who hails from Toronto, went on to try and break the BCOF record but stopped at 10 feet 9½ when his pole broke and he was too badly shaken to continue. (Photo by Public Relations, HQ, BCOF).



This photo, which appeared on the cover of the program for the third annual Armed Forces Day at the Canadian Joint Air Training Centre, symbolizes the spirit and purpose of the establishment, and was highly appropriate to the occasion, all three services taking part in the display. (RS-228).

TRI-SERVICE SHOW

*Visitors See All Three
Forces on Display
at Rivers*

The Navy played a prominent part in the annual Armed Forces Day display at the Canadian Joint Air Training Centre, Rivers, Manitoba, on June 27. This was the third successive year in which the services combined to show the public the teamwork being taught and practiced at the CJATC.

The Navy's calling cards were a Sea Fury, flown by Lieut. (P) R. H. Williamson of 870 Squadron, and an Avenger, piloted by Lieut. (P) J. S. Murphy of 880 Squadron and with Lieut. (O) J. M. Steel as navigator. They flew to Rivers from the RCN Air Station at Dartmouth, N.S., to take part.

Lieut. Williamson demonstrated the highly manoeuvrable navy fighter-bomber and Lieut. Murphy impressed the crowd with the size and, later, the wing-folding characteristics of his Avenger. The anti-sub aircraft also embarked members of the press, enabling them to get an airborne view of the show.

Another naval contribution was a demonstration of air photographic interpretation, showing methods of examining photos of enemy harbour and dock installations and coastal water depths. There was also a static display of a naval force, including aircraft carriers, supporting the landing of ground forces in an amphibious operation.

Sea Cadets from RCSCC Swiftsure, Brandon, Manitoba, paraded with their bugle band. Under their commanding officer, Lieut. Jack Hodge, RCSC, they put on a fine performance.

The aviation section of the program included a parachute drop, supported by Mustangs of the Tactical Fighter Flight of CJATC. This flight was truly inter-service, since it had RCAF pilots and was commanded by a naval aviator, Lieut. (P) Stan Wood of Vancouver. He later led an aerobatic display, following an aerial mock battle in which the Mustangs beat off a fighter attack.

The RCAF display included safety equipment, maintenance methods and material and a helicopter demonstration. Dakota aircraft of the Transport Support Squadron dropped the parachutists and a Vampire from WEE Flight at Edmonton came down to participate in the show.

The Army conducted the troop-drop and showed para-training methods, the loading of equipment for air transported operations and organization of air supply for ground troops. The Army also had its Austers and Chipmunk aircraft airborne throughout the show. There were many other demonstrations which added to what was considered a most successful day.

The Commandant, Group Captain P. A. Gilchrist, welcomed the visitors.

SEA-GOING AIRMAN RETURNS WITH BRIDE

The story of the sea-going airman (Crowsnest, April 1951) had a romantic sequel when LAC Stanley Lum, of Vancouver, a bachelor when he left Canada in HMCS Ontario, returned from his Australian trip a married man.

The story goes back to a couple of years ago, when LAC Lum was travelling in the United States and met on a bus a lady who came from Suva, in the Fiji Islands. He asked if there might be any Chinese citizens in Suva with whom he could correspond. The lady gave the name of Miss Betty Houg Lee, and thus the courtship started.

Lum and Miss Lee corresponded regularly and came to know each other well. But the opportunity of meeting in person for the first time was pure fate. When Lum applied to make a cruise in one of HMC ships during his leave, he had no idea which ship he would join or, of course, where she would be going. Even when he learned that he would be travelling in HMCS Ontario to the Antipodes, it wasn't until he joined the ship that he discovered they were to call at Suva.

He finally met Miss Lee in person and, when the ship sailed for Sydney, Lum regretfully said good-bye. But by the time Sydney was sighted, he had a plan. He left the ship, flew back to Suva and married Miss Lee.

Arrangements were quickly made for the new bride to enter Canada and they flew home, with a honeymoon at Hawaii en route. LAC Lum has returned to his duties at the Canadian Joint Air Training Centre at Rivers, Man. His wife is with him.

LEAVE— JAPANESE STYLE

The following report was related by CBC Correspondent Bill Herbert on CBC News Roundup. It was recorded in Tokyo and transmitted from there to Canada for broadcast over the national network. Mr. Herbert holds the rank of Lieutenant (SB) in the RCN (Reserve) and in his capacity as Information Officer at HMCS Discovery, Vancouver, has been a frequent contributor to the Crowsnest.

All work and no play makes Canadian sailors dull boys. So, to combat their boredom after a long, dreary and monotonous patrol up and down the coast of Korea, crewmen of HMCS Nootka, senior ship of the Canadian destroyer flotilla out here in the Far East, arranged their own leave party which may be established as the pattern for future leaves for the men of the Canadian warships.

The boys went Japanese for 48 hours. For two days they took over a Japanese hotel in the small village of Dogo, on one of the small islands that cluster against the mainland of Southern Japan. There were 17 sailors in the first two parties. As the lads came into the hotel, they traded their summer uniforms for cool, colorful kimonos . . . right down to the silk underwear . . . and in place of their shoes they donned open toe sandals of Japanese clog slippers.

And for a couple of days Ordinary Seaman Jack Tar became Jack-San, as he lived completely Japanese. The boys shunned western beds and instead curled up on tatami mats and an eiderdown called futon. They ate native meals, including a sort of glorified beef stew with plush trimmings called sukyaki, which consists of tender pieces of beef fried in soyabean sauce and sugar, with such dainties as bamboo shoots, seaweed, garlic and rice, to mention just a few, on the side. The sailors did their share of punishing tempura, which is deep batter-fried shrimps with sauce.

The Japanese style of living wasn't confined to their hotel, either. Splitting into small groups, they roamed the village on shopping and sightseeing expeditions dressed in their gaudy kimonos, which ranged all the way from brilliant red, green and purple jobs to black and white check affairs. They bought a lot of presents for their wives, mothers and sweethearts, with the accent on silk pyjamas, bathrobes and scarves, and in true

Nipponese style haggled with the merchants over prices. They took in the shrines and old castles and did the night clubs. The lads caused quite a sensation in the cabarets, appearing in their kimonos while all their new Japanese friends were in western dress.

The Canadian tars saw geisha girls performing their native dances and games and even practiced the art of

eating with chopsticks, although some of them finally had to admit defeat and reverted to old-fashioned knives and forks.

They voted this the best leave they had spent in Japan and all vowed they would do it again next time they had a chance. The more thrifty lads were pleased, too, because this all-found, all Japanese type leave cost them only 2300 yen — which is less than \$7.

DONATIONS INCREASE, BUT MORE NEEDED

Donations received by the Canadian Naval Service Benevolent Trust Fund in the first seven months of 1951 totalled \$4,814.58, an increase of more than \$2,500 over the first nine months of 1950.

On the other hand, between January 1 and August 1, 1951, the fund distributed a total of \$59,107.31 in grants and loans to present and former RCN and RCN(R) personnel.

Listed were \$29,827.30 in grants and \$29,280.01 in loans.

The report noted the increase in donations as "encouraging" compared to corresponding periods in previous years, but stressed that the need for all ships and establishments to participate in the financial support of the Fund is "still urgent."

The list of donations received up to July 31 this year is as follows:

HMCS Antigonish Ship's Fund.....	\$ 100.00
HMCS Beacon Hill Ship's Fund.....	30.00
HMCS Cayuga Ship's Fund.....	295.39
HMCS Chippawa, Winnipeg.....	200.00
HMCS Cornwallis Ship's Fund.....	871.45
HMCS Cornwallis Wardroom Mess.....	30.00
HMCS Cornwallis Chief and PO's Mess.....	88.00
HMCS Cornwallis Community Centre Theatre Group.....	60.50
HMCS Cornwallis Bottle Fund.....	44.68
HMCS Crescent Ship's Fund.....	18.50
HMCS Discovery Wardroom Mess.....	103.89
Ord. Sea. L. Deutscher.....	2.00
HMCS La Hullose Ship's Fund.....	15.00
HMCS Huron, Ship's Fund.....	100.00
HMC Naval Radio Station, Aldergrove, B.C.....	6.50
HMCS Naden Ship's Fund.....	577.03
HMCS Naden Chief Petty Officers' Mess.....	149.50
HMCS Naden Petty Officers' Mess.....	177.31
HMCS Niobe individual officers and men.....	308.25
HMCS Ontario Ship's Fund.....	411.61
HMCS Ontario Wardroom Mess.....	40.39
HMCS Ontario Pistol Team.....	2.90
HMCS Sault Ste Marie Ship's Fund.....	20.00
HMCS Sioux Ship's Fund.....	31.75
HMCS Stadacona Ship's Fund.....	46.20
HMCS Swansea Ship's Fund.....	53.60
HMCS York, Toronto.....	500.00
Captain (S) R. A. Wright, RCN.....	14.00
Commander (SB) S. B. Shore, RCN.....	25.00
Lieutenant D. R. Chassels, RCN.....	14.00
Naval Member Canadian Joint Staff Washington, officers and men.....	52.25
Naval Officers' Association, Victoria.....	200.00
Reserve Fleet, East Coast.....	152.50
Wren Association, Winnipeg.....	50.00
HMCS Wallaceburg, Ship's Fund.....	22.38
	<hr/>
	\$ 4,814.58

During the same period, the following assistance has been rendered by the fund:

Grants approved.....	\$29,827.30
Loans approved.....	29,280.01
	<hr/>
	59,107.31

The first return to be received on individual donations to the Fund by special allotment was from HMCS Brunswicker, the Saint John naval division, and included the following donors:

CPO W. M. Mason.....	\$1.00
PO R. R. O'Hearon.....	1.00
PO J. Welch.....	1.00
CPO W. S. McQueen.....	1.00

SENIOR SEA CADETS TAKE CORNWALLIS COURSE

Royal Canadian Sea Cadets from all corps in Canada attended leadership courses at HMCS Cornwallis again this summer. Three courses of two weeks duration each were held, with a total of more than 300 cadets enrolled.

Cadets selected to attend the course were required to be 16 years of age as of July, 1951, have been a member of a corps for two years and to have attended at least one sea cadet camp.

It was primarily a leadership course, designed to provide each corps in Canada with one or more petty officers who are familiar with the correct manner in which to carry out and instruct in drill movements and the proper wearing of the naval uniform. Cadets trainees were given ample opportunity to take charge of classes and assume the duties of platoon and company commanders, with a view to developing their power of command and confidence.

From the moment the cadets entered Cornwallis they occupied the same quarters and followed the same

routine as RCN new entries. This year the sea cadets were quartered in Victory Block, which has been completely renovated and fitted with new furniture.

Saturday Divisions was the first big event in the sea cadets' syllabus. The cadets formed a company of their own on the extreme left of the parade square and were inspected by the Commander. On Sunday, after attending divine services, the cadets departed for Halifax, to visit HMC Dockyard and ships in harbour. During this trip they were quartered in the Seagull Club. On their return to Cornwallis on Monday evening, they resumed their training schedule.

The second week of their course included lectures on naval history, special lectures by the Commander and inclusion in the daily parade state for their first taste of battalion drill.

The courses were administered by Lieut.-Cdr. G. J. Manson, RCN, assisted by Lieut. Fred Freeman, RCN, Ret'd Lieut. (SB) J. F. Jefferies, RCN, and CPO Howard B. Cartier, RCN.



A trip to Halifax and visits aboard ships in harbour there were included in the training program for sea cadets attending the leadership courses at Cornwallis this past summer. Here PO Higgen Randall, of Halifax, explains to a group of B.C. Sea Cadets how one of HMCS Magnificent's anti-aircraft guns operates. Cadets, left to right, are J. J. Gaschler, P. Harris, J. Furiak, D. C. Read, D. Tasker and P. Moran. (HS-15046).



Sea Cadets got to know the Navy at first-hand on the West Coast, too, groups of them being embarked in ships of the training fleet for various cruises. Here Sea Cadet Alec Gard, of Victoria, learns something about a lookout's duties from PO Herbert Hill, of Victoria, on board HMCS Ontario during her cruise to Oakland, California. (OC-828).

ENGINE ROOM BRANCH PROFESSIONAL EXAMS

In future, professional examinations for C1ER4, P1ER4 and C2SM3 will be written February 15, May 15, August 15 and November 15.

Previously these exams were held as soon as possible after the candidates' applications. Current operational conditions have made this system impractical.

Men wishing to write the examinations must apply through their Mechanical Training Establishment prior to the first of one of the four months as noted above. The applications will be forwarded to Combrax Esquimalt or Combrax Halifax by the first of that month. Arrangements will then be completed for the applicants to try the exams on the fifteenth.

When candidates pass the exams, the effective date of qualifying will be the date on which the exams were written.

STAR CONQUERS PREVOST IN SOFTBALL SERIES

HMCS Star defeated HMCS Prevost 23 to 10 in the deciding contest of a three-game softball series between the permanent staffs of the two naval divisions. The final game was played on the Hamilton diamond.

Star won the first game, played in Hamilton, 26-6 and Prevost took the second in London 15-9.



Members of the Communications Branch team which won the competitive shoot on board HMCS Huron pose proudly before the destroyer's "A" gun. Left to right are AB James Horncastle, Ldg. Sea. Jules Corbin, Lieut. F. J. Dunbar, PO Bernard Roberge, Ldg. Sea. Norman Prowse and AB Donald Lovett. (HU-127).

COMMUNICATORS SHOW GUNNERY SKILL

ON BOARD HMCS HURON — As bombardment of the Songjin area gradually became daily routine for the Huron during a July patrol up the east coast of communist North Korea, an afternoon was devoted to a competitive shoot between members of the various departments aboard the ship.

The target selected was a temporary bridge erected by the enemy to take the place of one destroyed by guns of the United Nations naval task element to which the Huron was attached.

All departments did well, each effecting damage with several of the six shots allowed, but the best score of all was obtained by the communications department, despite boasts made earlier by other competitors.

The communicators, under the communications officer, Lieut. Francis J. Dunbar, of Hamilton, Ont., who acted as officer of the quarters, scored a possible 100. The score was based on accuracy and speed.

Members of the winning team were PO Bernard Roberge, layer, of Albro Lake, N.S.; Ldg. Sea. Jules Corbin, trainer, of Grand Falls, N.B.; AB James Horncastle, breechworker, of Halifax; Ldg. Sea. Norman Prowse, loader, of Cluny, Alberta, and AB Donald Lovett, sightsetter, of Halifax.

Other competing teams were TAS, Engineerroom, Radar Plotters,

Supply, Electrical and Ordnance. The TAS gun's crew was second with a score of 92; Supply and Ordnance tied for third, each with a score of 90; Engineerroom was fourth with 70, and Radar Plotters and Electrical tied for fifth place with scores of 66.

The professionals — the gunnery department, that is — did not, of course, participate.

LETTER TO THE EDITOR

Dear Sir,

As a regular reader of our magazine and an admirer of our technical branches, I could not but pause when reading page 20 of our July issue concerning Victoria's 24th of May celebrations. As commendable as it may be for the Mechanical Training Establishment to have won second prize, your article has omitted to state that the *Gunnery Training Centre* won first prize.

The Gunnery world is known for its quiet, modest approach to its problems but hastens to let all know we are not like that old soldier who just fades away. Content as we were not to receive a credit for the training of Sunset Ceremony, Colour Party and Parade, we felt that our tableau, in the parade, of former days of Gunnery Splendour should share at least equal honours with the advance of technology as depicted in your July issue. Too many consider us only as "parade ground bashers", and forget that we, too, have good Meccano sets and, ably assisted by the Ordnance Branch, perform on the most elaborate of modern contraptions.

Knowing you will hasten to correct any unjust implication in your last issue, at least a photograph of the winning float (R.C.N. Photo E-15324) should grace your next issue.

Yours truly,

J. W. McDowall,
Lieutenant Commander (G), RCN,
Officer-in-Charge,
Gunnery Training Centre.



Herewith, as requested in the above letter, is the photograph of the Gunnery Training Centre's float which won first prize in the 24th of May parade at Victoria. We tender our apologies to the Gunnery Training Centre and hasten to assure the stout-hearted gentlemen who are the inhabitants thereof that it was merely through an oversight that their efforts were disregarded.

HOW IT STARTED

SALUTING

The personal salute with the hand was borrowed from the Army. According to tradition, it is a token of mutual trust and respect between fighting men. In the old days when armour was worn, the visor was raised as the salute, thereby laying oneself open to attack. The hand being kept open when saluting is also of ancient origin, and denotes that there is no concealed weapon.

In the old days in the Navy, officers and men saluted by removing their hats or caps. As an example, Sir John Jervis always removed his cap whenever he spoke to one of his subordinates. This form of salute is still observed whenever the Articles of War are read. When this is done we are saluting the authority under which we are governed, the Articles of War emanating from the King and Parliament.

According to the Training Ship Regulations of 1882, the salute was described as "touching the hat or cap, or by taking it off, always looking the person saluted in the face. By touching the cap is meant holding the edge with the forefinger and thumb." The following year this regulation was made applicable to the whole Navy.

In October 1888, the Training Ship Regulations were amended as follows:

"The Naval Salute is made by touching the hat or cap, or taking it off, looking the officer saluted in the face. Admirals, Captains, Officers of the same relative rank, and the Officer commanding the saluter's ship of whatever rank, are on all occasions saluted by the hat being taken off. The hat is to be taken off by the right hand taking hold of it by the right side except when passing, when it is taken off with the off hand."



Queen Victoria is said to have instituted the present hand salute in the Navy. On one occasion she sent for certain officers and men to thank them for giving assistance to a distressed German ship, and did not like to see men in uniform standing uncovered. As a result, in January 1890 the Admiralty dis-

continued the taking off of hats or caps and introduced the present hand salute. Salutes to the left were made with the left hand, this being abolished in 1923. — *H.F.P.*

(NOTE: This article is based on information

obtained from "A Few Naval Customs, Expressions, Traditions and Superstitions" by Captain W. N. T. Beckett, and an article by Mr. D. Bonner-Smith in the *Mariners Mirror*, Volume XII.)



LAC Stanley Lum of Vancouver, who sailed in HMCS Ontario on her spring cruise to the South Pacific, is shown here with his bride, the former Betty Hong Lee. LAC Lum saw Miss Lee for the first time at Suva, one of the cruiser's ports-of-call. Previously the two had corresponded. LAC Lum left the ship at Sydney, Australia, flew back to Suva to marry Miss Lee, and then brought his bride back to Canada by air. Above, they pose with Chaplain (RC) Ronald MacLean, and Commodore Hugh Pullen, commanding officer, when the Ontario called at Suva again on her homeward voyage. (OC-586).

Weddings

Lieut. E. R. Heeschen, Naval Headquarters, to Miss Bette MacNeill of Hunter's River, P.E.I.

Lieut. W. M. Kidd, Naval Headquarters, to Miss Kathleen Edith Simpson of Vancouver.

Lieut. (S) J. Millan MacDonald, HMCS Queen Charlotte, to Miss Margaret Martin, RN of Uigg, P.E.I.

Lieut. (L) John L. Cohrs, HMCS Naden, to Miss Jean Shirle Thomson, formerly of Newcastle-on-Tyne.

Sub Lieut. G. W. Nable, HMCS Magnificent, to Miss Elaine Burtwell of Denmark Hill, London, England.

AB Anthony Chursky, HMCS Chatham, to Miss Anne Hansen of Victoria.

AB Gerald Dawson, HMCS Stadacona, to Miss Dorothy Thorne of Halifax.

AB S. H. Jones, HMCS Wallaceburg, to Miss Amy Lavinia Cornwell of London, Ont.

AB William Jones, HMC Naval Radio Station, Coverdale, to Miss Pearl Anderson of New Denmark, N.B.

AB Karl Lawlar HMCS Wallaceburg, to Miss Gertrude Arsenault of Halifax.

Ord. Sea. James Martin, HMCS Stadacona, to Miss Margaret Sue MacCormack of Pictou, N.S.

AB. Melvin L. Miller, HMC Naval Radio Station, Aldergrove, to Miss Mary Robinson of Vancouver.

Ord. Sea. Robert L. Ferris, HMCS Ontario, to Miss Olga Stefan of Wapella, Sask.

AB J. Edwin Elliott, HMCS Magnificent, to Miss Muriel Theresa Sullivan of Quebec City.

AB Albert T. Mazar, HMCS Sioux, to Miss Olive Fern Schop of Victoria.

Births

To Lieut. Cdr. D. M. MacLennan, HMCS Stadacona and Mrs. MacLennan, a daughter.

To Lieut. (G) A. D. Caldwell, HMCS Stadacona, and Mrs. Caldwell, a son.

To Lieut. T. B. L. Hebbert, HMCS Stadacona, and Mrs. Hebbert, a son.

To Lieut. (P) W. J. Spencer, HMCS Cornwallis, and Mrs. Spencer, a son.

To Lieut. (S) J. R. Sutherland, HMCS Hunter, and Mrs. Sutherland, a daughter.

To Lieut. J. L. MacLean, HMCS Wallaceburg, and Mrs. MacLean, a daughter.

To CPO Jack Howell, HMCS Wallaceburg, and Mrs. Howell, a daughter.

To PO Roy Dunham, HMCS Wallaceburg, and Mrs. Dunham, a daughter.

To PO C. H. Walker, HMC Naval Radio Station, Coverdale, and Mrs. Walker, a son.

To PO Robert Rogers, HMCS Naden, and Mrs. Rogers, a daughter.

To Ldg. Sea. Alfred Boucher, HMC Naval Radio Station Coverdale, and Mrs. Boucher, a son.

To Ldg. Sea. N. R. Marsaw, HMC Naval Radio Station Coverdale, and Mrs. Marsaw, a son.

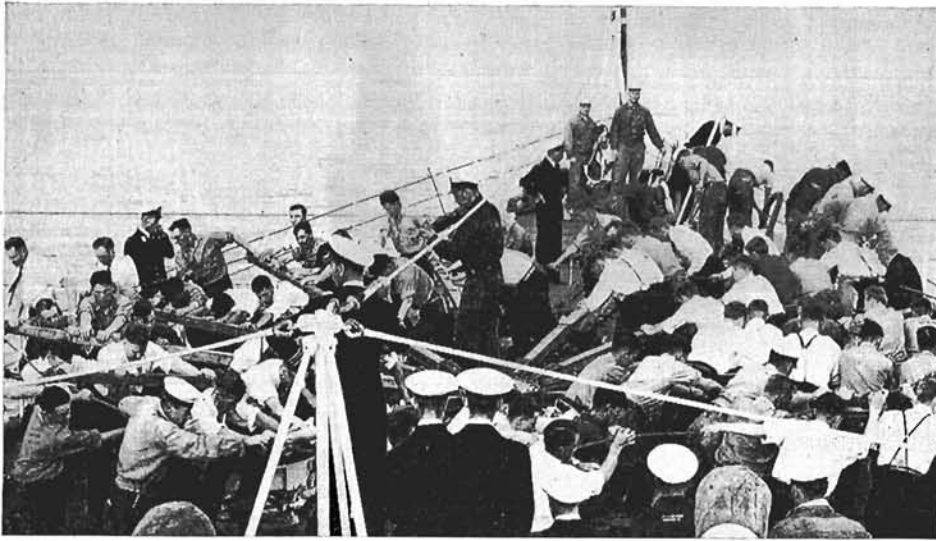
To Ldg. Sea. P. E. Taylor, HMCS Wallaceburg, and Mrs. Taylor, a son.

To Ldg. Sea. Armand Turgeon, HMCS Naden, and Mrs. Turgeon, a daughter.

To AB Gordon Grant, HMC Naval Radio Station Coverdale, and Mrs. Grant, a daughter.

To AB Gerry Long, HMCS Chatham, and Mrs. Long, a son.

To AB Peter Slova, HMCS Chatham, and Mrs. Slova, a daughter.



While CPO Earl Sealy of Regina plays an appropriate chantey on his fiddle atop the capstan, cadets and ordinary seamen under training bend their weight to the capstan bars in practicing weighing anchor by hand on board HMCS Ontario at Skidegate. (OC-811).

VETERAN NAVAL STORES OFFICER DIES IN B.C.

Douglas Graham Lambert Pittman, veteran of 44 years in Naval Stores and late Director of Naval Stores, at Ottawa, died July 15 at Penticton, B.C., following a long period of failing health.

Born in Portsmouth, England, June 18, 1895, Mr. Pittman entered Naval Stores in the Admiralty in 1907. He came to Canada in 1913 and became a clerk with Naval Stores at Esquimalt on August 3, 1914. He was transferred

to Ottawa as a Senior Stores Officer in 1921 and four years later went to Halifax.

He became Superintendent of Naval Stores there and in 1943 went to Ottawa to become Director of Naval Stores. Dogged in recent years by ill health, he retired in 1949.

Mr. Pittman served from 1923-26 as an officer in the Governor General's Foot Guards (Reserve). Attempts to enlist in the Armed Forces during hostilities were forestalled when he was "frozen" in his position in Naval Stores during the Second World War. For his efforts in this department, he was made a Member of the British Empire.

Mr. Pittman is survived by his wife, Florence May (Lynch).

ADMIRALTY HOUSE HOLDS ANNUAL PICNIC

More than 250 officers and their families attended the annual Admiralty House picnic held at Grand Lake, 20 miles from Halifax, on Saturday, July 28. The program included softball, swimming, races and novelty race.

In charge of the arrangements were Commander J. C. Littler, Lieut. Frank Saunders, Lieut. D. M. Waters, Lieut. (S) L. S. Karagianis, Lieut. A. B. C. German and Lieut. F. C. Pettit.

MIDSHIPMAN GRADUATES WITH PILOT'S WINGS

Midshipman David H. Tate of Edgeley, Sask., successfully completed his pilot's training July 13 at the RCAF Flying Training School, Centralia, Ont. He was the only naval member of graduating class No. 21.

Retirements

Chief Petty Officer Robert B. Faulks

Rate: C1CA4
 Age: 37.
 Address: 7 Leigh Rd., Langford P.O., Vancouver Island.
 Hometowns: Calgary and Edmonton.
 Joined: May 1931, as a Boy Seaman.
 Served In: HMS Excellent and Aurora; HMCS Naden, Skeena, Vancouver, Fraser, Ottawa, Restigouche, Stadacona, Assiniboine, Cornwallis, Niobe, Chaudiere and Rockcliffe.
 Awards: Polish Cross of Valour, December 20, 1941, and Long Service and Good Conduct Medal, June 6, 1947.
 Retired: July 8, 1951.

Chief Petty Officer Alexander J. MacPherson

Rate: C1SM3
 Age: 41.
 Address: 1071 Hunter Rd., R.R. 2, Langley Prairie, B.C.
 Hometown: Vancouver.
 Joined: January 1930, as a Stoker 2nd class.
 Served In: HMS Victory and Kempenfelt; HMCS Naden, Vancouver, Skeena, Fraser, Assiniboine, Stadacona, St. Laurent Cornwallis, Givenchy, New Glasgow, Uganda, Rockcliffe and Discovery.
 Awards: Long Service and Good Conduct Medal, August 2, 1946.
 Retired: July 4, 1951.

CORRECTION

The article entitled "Requirements Eased for Aircrew Entry" which appeared in The Bulletin Board department of the August issue of The Crow'snest did not correctly list the requirements for serving personnel. The following lists in detail the requirements for a seven year short service appointment for aircrew duties for serving personnel:

1. Have reached his 18th birthday but not his 24th on January 1 of the year of promotion;
2. possess Junior Matriculation or equivalent standing in English, mathematics, physics and navigation;
3. medically fit for aircrew;
4. twelve months service;
5. be favorably reported on at least twice on form CNS 2202 (report on candidates for commissioned rank).

→
Cadet Gordon McGaughey of Kingston, Ont., and Queen's University, wriggles out on a yardarm to retrieve a signal haliard he lost during a flag hoisting exercise on board HMCS La Hul-loise. This unusual photo was taken during one of the summer cadet training cruises to the United Kingdom. (LAH-084).

"Crescent Wrench" Newest Newspaper

Latest ship to enter the newspaper publishing field is HMCS Crescent, whose lively venture, The Crescent Wrench, made its appearance in June.

Described as "a journal of HMCS Crescent — her news — her sports — her officers and men — her laughter — her views — and herself", the "Wrench" is a peppy, well-assembled sheet, containing lots of jokes, quips and cartoons, as well as the usual collection of news items.

The editorial board is made up of Lieut.-Cdr. (L) J. R. Allen, Midshipman John H. Allen, Ldg. Sea. Ted Davey, AB Norman Drabble, PO William Coleman, Ldg. Sea. Elmer Childerhose and Ldg. Sea. Frank Judd. The Wrench has five sections, each under a separate editor. Lieut.-Cdr. Allen is editor-in-chief and Mid. Allen is art editor and cartoonist. Ship's News is prepared by Ldg. Sea. Davey, Sports by AB Drabble, "Bricks and Bokays" by PO Coleman, "We Wonder ...?" by Ldg. Sea. Childerhose and "Laughter Ahoy" by Ldg. Sea. Judd.

To a new colleague The Crow'snest extends wishes for the best of success.





^e CROWSNEST

CITY OF OTTAWA
POST OFFICE
OCT 9 1951

POST OFFICE OF N.S.W. N.S.W.
OTTAWA
10/10/51



Elsewhere in this issue of *The Crow'snest* readers will find an article on the Bureau of Current Affairs — a tri-Service information bureau recently set up in the Department of National Defence on the recommendation of the Canadian Chiefs of Staff Committee.

In order that its purpose might be clear to all who serve afloat, I would like to add a brief foreword:

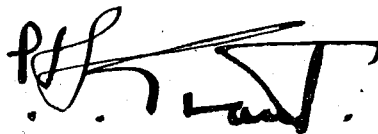
In our way of life a man's home is his castle and what goes on there is no concern of the Navy's. In fact, we take pains to keep our nose out of people's private business. You may be wondering, therefore, whether the Service, through the medium of organized discussion groups, is not reversing its policy by prying into your private ideas and thoughts on the democratic way of life as opposed to the communist's. It may even be suggested that we are taking a leaf from the Russian textbook by issuing a spate of propaganda aimed (in this case) at proving that democracies can do no wrong.

Let me assure you that this is not the case. There is no reversal of our traditional policy.

The idea underlying discussion groups has a fundamental purpose: to familiarize all in the Navy with both sides of the difficult ideological situation facing the divided world today and to let you make up your own minds, after intelligent discussion with your messmates, what the real values of our way of life are.

Remember, also, that all literature in connection with this programme, originating in Ottawa, is meant solely to stimulate thought and discussion and not to dictate it.

The Navy confidently relies on all serving officers and men to give this programme their whole-hearted support.



(H. T. W. Grant)
Vice-Admiral RCN
Chief of the Naval Staff

The CROWSNEST

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Vol. 3 No. 12

THE ROYAL CANADIAN NAVY'S MAGAZINE

OCTOBER, 1951

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On pages 16 and 17 is an artist's conception of what most, but not all, the ships of the RCN would look like if anchored, say, in Bedford Basin. Grouped like this, they form quite an imposing array, particularly if compared with the fleet of 12 summers ago. Then the seagoing RCN consisted of six destroyers, five minesweepers and a handful of auxiliaries.

The drawing shows 49 ships and auxiliaries. Actually, the RCN has 80-odd ships and vessels of various types either in commission, under refit or in reserve, plus an additional 39 new ships under construction or on order in Canadian shipyards.

Operational vessels missing are the oilers Dundalk and Dundurn, the supply ship Eastore, the target towing vessels Lakewood and Wildwood, the ocean tug Riverton, three motor launches and a miscellany of smaller craft. Absent, too, are 13 of the frigates and 20 of the Bangor minesweepers being fitted for service, any one of which could be substituted for the corvette Woodstock (upper left-hand corner), which slipped into the picture by mistake.

The drawing was contributed to the Crowsnest by J. M. Thornton, ex-Able Seaman, RCNVR, who is now an auditor with the Income Tax Department in Vancouver. Mr. Thornton retained an interest in the Navy on his return to civilian life and has expressed it in this fashion. To him we are grateful.

The Editors

SUBSCRIPTION RATE

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THE KING'S PRINTER,
75 ST. PATRICK STREET,
OTTAWA, ONT.

Cover Photo—

Their Royal Highnesses, the Princess Elizabeth, Duchess of Edinburgh, and the Duke of Edinburgh.

(Photo by Bayon, London, provided through courtesy of Miller Services Limited, Toronto.)

R.C.N. News Review

Huron Welcomed Home to Halifax

A cruiser yielded the spotlight to a destroyer when on September 21 the Ontario and Huron completed their voyage from west to east and steamed into Halifax harbor.

Both ships received a noisy and spirited welcome, but it was the Huron, returning to her home port from service in Korean waters, who got most of the attention. To the veteran Tribal the city of Halifax accorded the salute it has been giving for nearly 200 years to ships coming back from the wars.

The Ontario, making her first visit to Halifax, was the object of much interest and both she and the Huron drew many favorable remarks on their smart appearance. It was evident that nothing had been overlooked as they prepared for their duties in connection with the Royal Visit.

Magnificent, Micmac Leave Malta, Visit Naples

Their first real break after more than a month of intensive training

exercises came for HMC Ships Magnificent and Micmac when they arrived in Naples, Italy, October 26 for a one-week visit. Previous to that the two ships had been exercising in the Malta area with units of the Royal Navy and had made the most of every week-day to get in a full and progressive program of training.

Following their stay in Naples, the Magnificent and Micmac will proceed to join units of the French and British fleets for exercises off the south of France. During this period they will visit St. Raphael, Golfe Juan and Hyeres, all on the French Mediterranean coast.

On October 17 the Canadian ships will berth at Gibraltar and the following day set sail for Halifax, where they are due to arrive October 26.

The threat of a polio epidemic resulted in the Magnificent, HMS Ocean and attendant destroyers, including the Micmac, being quarantined from August 30 to September 11.

The Magnificent had seven polio cases, all occurring within a short period, a few days after the ship reached Malta. The men were hospita-

lized at Malta and all possible precautions were taken to prevent any spread of the disease. To assist the ship's medical staff, Surgeon Lieut.-Cdr. R. H. Roberts and four medical assistants were flown from Canada, together with equipment.

No epidemic materialized, there were no further cases and, best of all, the seven men who went down with the disease all made good recoveries. Five rejoined the ship September 22 and the other two were expected aboard a week later.

Cayuga's Guns Take Heavy Enemy Toll

The three Canadian destroyers serving in Korean waters — the Cayuga, Athabaskan and Sioux — continued to roll up the sea time in September.

As usual, they had a variety of assignments, some dull, some interesting. In the latter category was a patrol carried out by the Cayuga in the first half of September.

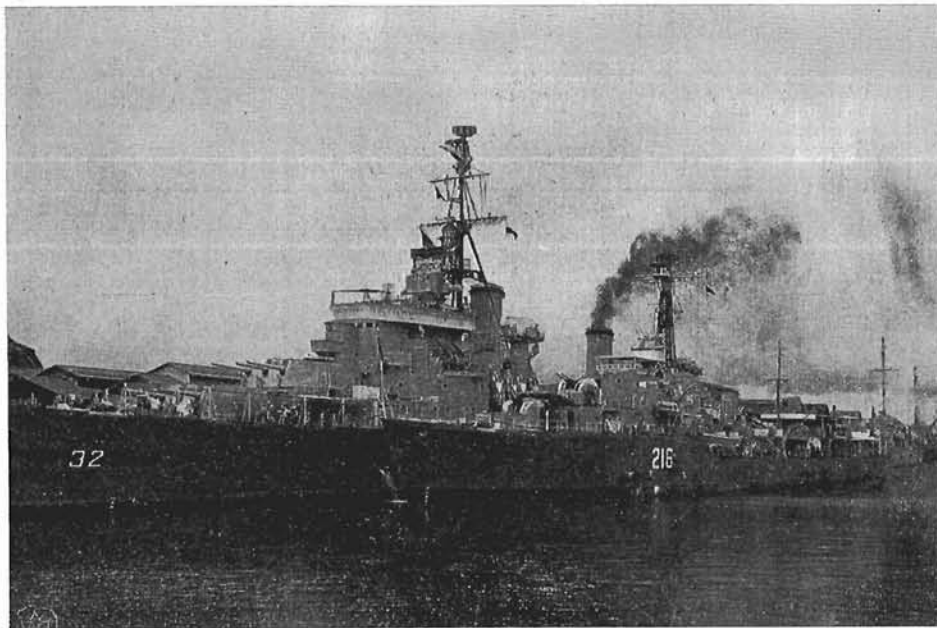
The high spot of the patrol came when the Cayuga provided artillery support for a raid carried out by South Korean marines and other forces behind the enemy lines. A greatly superior enemy force opposed the landing but was roughly dealt with by the Cayuga and the attacking ROK troops.

Spotters with the 200-man raiding party directed the ship's fire by portable radio and the gunnery officer, Lieut. Frederick Little, checked the fall of shot and radioed corrections from a 400-foot hill on a nearby friendly island.

The Cayuga sent a steady stream of four-inch shells crashing among the Red troops, whose total was estimated at about 700. On one occasion the ship caught a concentration of 350 and wiped out nearly half of them.

The South Koreans, on the other hand, had unusually light casualties. This they credited to the effectiveness of the Cayuga's gunfire.

Three seriously wounded South Koreans were brought aboard the destroyer for treatment and were operated on by Surgeon Lieut. J. C.



HMC Ships Ontario and Huron are pictured above at Balboa, Canal Zone, en route from Esquimalt to Halifax. Brief though their stay in Balboa was, the two ships took advantage of the stop to add a few more touches to their make-up in preparation for their Halifax arrival and subsequent Royal Visit duties. They arrived at Halifax September 21, the Huron returning after an eight-month absence which included five months of Korean service. (US Navy Photo).

Cyr, the ship's medical officer. In one of his operations, Surgeon Lieut. Cyr removed a bullet which had lodged a quarter of an inch above a man's heart.

During the rest of the patrol, the Cayuga ranged up and down the coast, firing at gun emplacements, troop concentrations, beached junks, barracks and other targets, and carrying out inshore blockade work.

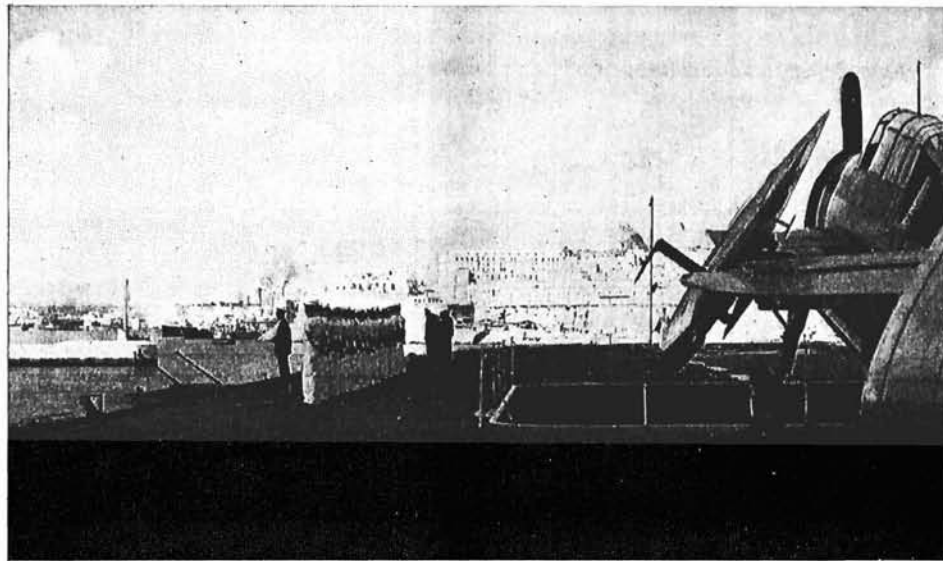
In the latter part of the month the destroyers were visited by Rear-Admiral W. B. Creery, Flag Officer Pacific Coast. Admiral Creery flew to Japan and, besides visiting the ships, conferred with senior officers of the United Nations command.

First Wrens Begin Cornwallis Training

On October 2 the first group of Wrens to serve in the peacetime Royal Canadian Navy arrived at HMCS Cornwallis for a six-week basic training course. The 25 were the first of a total of 150 young women being enrolled in the WRCN(R) for full-time duty in naval radio stations.

Following their Cornwallis course, the Wrens will go to HMC Naval Radio Station Coverdale, near Moncton, N.B., for technical training, on the completion of which they take up regular duties at the station.

The rest of the 150 will report to Cornwallis in groups of 25 at one-



For more than a month, Malta served as the base of operations for the Magnificent and Micmac while they exercised with units of the Royal Navy in the Mediterranean. Here, with the hands fallen in on the flight deck, the Magnificent enters the Grand Harbor at Valetta, Malta's capital city. (MAG-3271).

month intervals.

In the meantime, recruiting was well under way for 500 women for reserve training in the 21 naval divisions. The recruiting drive began September 17 and early indications were that the divisions would not have any difficulty in filling their quotas.

The Wren reserves will attend regular parades and will be trained as storeswomen, pay and administrative writers, medical assistants, naval air-

women, harbor craft operators, communicators, general duty Wrens, radio technicians, radio technicians (air), electrical technicians, electrical technicians (air) and for maintenance and inspection duties in the ordnance branch.

Smaller divisions are recruiting up to 15 and the larger divisions up to 35.

Washington Establishment Commissioned as "Niagara"

The naval section of the Canadian Joint Staff at Washington was commissioned September 7 as HMCS Niagara, under the command of Commodore H. N. Lay, Naval Member of the Canadian Joint Staff.

Niagara was commissioned as a separate establishment mainly in order to simplify accounting procedures, this function having previously been carried out from Naval Headquarters in Ottawa.

Present for the commissioning ceremony was Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, who was in Washington to pay his first call on Admiral William Fechteler, newly-appointed Chief of Naval Operations of the United States Navy.

The name "Niagara" perpetuates that of one of the seven ex-American destroyers which were turned over to Canada in the famous destroyers-for-bases deal between Great Britain and the United States in 1940. The Niagara served for nearly four years on North Atlantic escort duty, then finished out the war as a training ship at Halifax.



Admirals of three navies review the ship's company of HMCS Stadacona at ceremonial divisions held on the parade ground at the Halifax barracks. Taking the salute is Vice-Admiral Sir Richard V. Symonds-Taylor, Commander-in-Chief, America and West Indies; at his right is Rear-Admiral C. E. Olsen, USN, Commander Cruiser Division Two, and at his left is Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast. At the right of the reviewing stand is Commodore A. M. Hope, Commodore RCN Barracks, Halifax.

A NEW TRAINING SCHEME

Current Affairs Discussion and Study to be Part of Forces' Training

What does the UN actually amount to?

Why did we send our ships to Korea?

Where does the ban-the-bomb campaign fit into the cold war? — and what is the cold war?

Why is the Canadian 27th Brigade being sent to Europe?

What is democracy?

What is communism?

These are typical of the questions that have been "talked out" in messdeck "bull sessions" and organized RCN discussion groups as the Navy has played its part in writing the history of recent years. At the heart of it all has been the old and all-important question, "What are we fighting for — or prepared to fight for?" Before the year is out, a plan will be under way by which the Canadian Armed Forces as a whole will not only be encouraged to step up such discussion but will be doing it under trained direction and, wherever possible, on Service time.

In mid-September the first group of officers from the three Services attended the opening training session of the Bureau of Current Affairs (BCA) at Camp Borden. The Bureau will have a two-fold objective:

1. To assist commanding officers in keeping Service personnel informed on matters of national and international concern.

2. To ensure that the man in the Services has a basic understanding of that which he has enlisted to support and that which he must be prepared to oppose.

The Director of the Bureau, Mr. Harry Low, is a former Group Captain in the RCAF education branch, and his small staff at NDHQ will confine itself to two main tasks — the production of discussion material and the training of key personnel in discussion group techniques.

A Special Training Committee, chaired by the Director of Naval Training, has been appointed to deal with all details of the development as

it affects the RCN. Each Service will be responsible for its own program and ultimately will be organized in groups of not more than 30. In a word, as far as the Navy is concerned, it is intended that it operate on the divisional system. Selected senior officers in the education branch will administer the program but it will remain the direct responsibility of commanding officers to implement it.

As it is obviously impracticable for every divisional officer to attend the two weeks' course at Camp Borden, this will be confined to key personnel from the commands who, in turn, will instruct their fellow-officers in the methods by which a maximum use of BCA material may be obtained. One hour a week will be assigned for all RCN personnel to participate in what will be a straight training feature. A working plan for naval divisions is in process of development.

In October will appear the first of a series of twice-monthly pamphlets designed to provide the discussion group leaders with material on various phases of current affairs. These are being written by established authorities and, except where Service issues are being dealt with, will be of non-Service origin.

The authors will include outstanding newspaper and magazine correspondents, historians and other students of day-to-day events who are fitted to translate the world picture into terms the average fighting man will readily grasp. As a preview of what may be expected, Lionel Shapiro, the well-known Canadian war correspondent, has already spoken to a number of Service audiences and will be one of the authors of the written series.

The regular pamphlets will be supplemented by other material. Significant talks over the air will be tape-recorded for future discussion. Posters, films, etc., will be used. A weekly bulletin of world news is being considered. Speakers of unusual ability who are locally available may be introduced as the program takes form. Ideas will be sought among the

men themselves as to the type of presentation that will best suit their requirements.

The whole question has been approached on the basis of its being a type of weapon training, not an intellectual exercise. The striking power of subversive communist propaganda has been demonstrated sharply in countries which, once free, now take their orders from Moscow. The surest defence against such attack is the truth, understood and acted upon by the ordinary man. Training for such a defence automatically equips a man to fight offensively in the War of Ideas. To so fit him will be the task of the BCA.



An unidentified seaman on board HMCS Cayuga watches as a junk carrying South Korean soldiers comes alongside after being picked up by the destroyer's motor cutter. Junks such as this took part in a small-scale attack carried out by ROK troops behind communist lines on the west coast of Korea. Returning to their island base after completing the sortie, the junks were becalmed and came under enemy fire. The Cayuga, which had been operating in a nearby area, proceeded to their rescue, moving in close to shore to silence the Red guns with shellfire and enabling the invaders to escape.

Gone But Not Forgotten

*CPO Leonard Stone Elected
by Former Mates
at Churchill*

THOUGH no longer serving on the station, Chief Petty Officer Leonard Sydney Stone was the unanimous choice of personnel of HMC Naval Radio Station, Churchill, Manitoba, as Man of the Month for October.

CPO Stone, now attached to HMCS Bytown, was chosen by his former shipmates in recognition of the time and effort he devoted to making life agreeable for those stationed at the sub-Arctic post.

Officially, CPO Stone was in charge of maintenance and installations at the radio station.

Unofficially, and in addition to his regular duties, he was the station's self-elected welcoming committee and one-man Chamber of Commerce.

He made a point of greeting all naval newcomers to Churchill and seeing that they and their families were well and comfortably settled. Thereafter he introduced them to the station's community life, in which he, hardly by accident, was one of the leading figures. In the two years he was at Churchill, the "Chief" worked hard, happily and successfully at maintaining a high degree of morale, not only among naval personnel and their families, but his Army comrades as well.

His community work embraced sports, the church, the Boy Scouts and Cubs and many other activities. Stone made no distinction between the services and he did much to promote inter-service co-operation, understanding and friendship.

How highly he was regarded by the Army is evident in the fact that he was elected vice-president of the sergeants' mess at Churchill. Indeed, they would have put him up for president had not regulations forbidden it.

A native of Saskatoon, CPO Stone embarked on his naval career in 1926, when he entered the RCN as a boy seaman and went to the West Coast for training. He remembers he was one of ten boys in Naden and every Wednesday they had a kit muster, on the results of which rested whether they would get shore leave that afternoon and on the week-ends. As a boy seaman he was paid a monthly allowance of \$2 and the balance of his pay (\$13) was held

to make up kit deficiencies and for annual leave.

In those days, he recalls, middle watchmen carried the old type storm lanterns on their rounds of the picket fence encircling Naden and the West Coast fleet consisted of the destroyer Patrician and minesweepers Armentieres and Thiepval.

His first ship was the Patrician, and from her he went to Halifax for training as an ordinary telegraphist.



CPO LEONARD S. STONE

On completing his course, he returned to the West Coast and was drafted to the Armentieres. The ship was then engaged in the seal protective patrol and occasionally was called on to search for rum-runners thought to be in her vicinity.

In 1930 Stone went to Portsmouth for a telegraphist's course, after which he served for a time in HMS Nelson. Then he went ashore to stand by the Saguenay and Skeena, which were being completed for the RCN. These were the first destroyers to be designed and built for Canadian service and as such were the first to

have steam heat.

When the Skeena was commissioned, Stone was one of her crew and in her remained for two years, meantime being advanced to leading tel. He next served in HMCS Vancouver and in 1934 went back to Portsmouth for a petty officer telegraphist's course.

Stone forsook bachelorhood while in the Skeena and when he went to England he took his wife for a delayed honeymoon. They "did London" and then went to Portsmouth, where they resided with Mr. and Mrs. Holmes, Wykesham Road, a home familiar to many Canadians who took their wives to the U.K. whilst on course.

A year in Stadacona was followed by a draft to HMCS Champlain. CPO Stone recalls that while serving in her he sustained a broken leg playing soccer and had to be hospitalized in Port Arthur, Texas.

In 1938 he joined HMCS Fraser and in her made a cruise to the Galapagos Islands. During this cruise he caught a penguin — "Percy" — who quickly became a favourite of the ship's company.

From the Fraser he went to the St. Laurent, and thence to Naden, where he was in charge of the W/T station and signal school from 1940 to 1942. After six months' sea service, equally divided between the Prince Robert and Prince David, he was drafted to the United Kingdom to stand by HMCS Huron.

CPO Stone was on board the Huron from her commissioning in July 1943 until she came to Canada for refit in August 1944. During this period he saw service on the North Russian convoy route, off the coast of Norway and in the English Channel and Bay of Biscay.

"For good services in action with a destroyer force" on the eve of D-Day he was awarded the Distinguished Service Medal, becoming the first communications rating in the RCN to receive this award.

On leaving the Huron, CPO Stone went to Stadacona, then to the dockyard transmitting station, where he remained until 1947. Naval Headquarters was his next stop and while

(Continued on Page 32)



OFFICERS *and* MEN



Commodore A. M. Hope Begins Retirement Leave

Commodore Adrian Mitchell Hope, 52, Commodore of the RCN Barracks, Halifax, proceeded on retirement leave October 3 after 37 years of service in the Royal Canadian Navy.

Born in Montreal June 13, 1899, Commodore Hope was residing in Halifax when he enlisted in the Royal Canadian Navy in August, 1914, as a cadet. He graduated as a midshipman from the original Royal Naval College of Canada in 1917 and served throughout the remainder of the First World War and until 1925 with the Royal Navy.

Following service in Canada he returned to the United Kingdom in 1931 to take command of the destroyer HMCS Saguenay, which was then being built. Commodore Hope served at Naval Headquarters, Ottawa, from 1935 to 1937, after which he went to England in charge of the Coronation Party which represented the RCN at the crowning of His Majesty King George VI and Queen Elizabeth.

At the outbreak of the Second World War Commodore Hope was commanding officer of the destroyer HMCS St. Laurent. Following this appointment he took a course in naval ordnance, on completion of which he was appointed Inspector of Naval Ordnance. In succession he then assumed duties as executive officer of HMCS Naden; commanding officer of HMCS Stadacona III, and commanding officer of the officers' training establishment, HMCS Kings.

Commodore Hope commanded HMCS Prince Robert, which had been converted to an anti-aircraft cruiser, from May 1943 to December 1944. During this period the Prince Robert was employed mainly as an A/A escort for United Kingdom-Gibraltar convoys and on similar duties in the Mediterranean.

Later Commodore Hope took command of HMCS Somers Isles, the Canadian sea training base at Bermuda. In April 1945 he became Chief of Naval Personnel and Third Member of the Naval Board.

In February 1946 Commodore Hope was appointed Senior Canadian Liaison Officer, London, and commanding officer of HMCS Niobe, Canada's naval headquarters in the United Kingdom. A year later he returned to Canada to become Commodore, RCN Barracks, Halifax, the appointment he held until commencing retirement leave this month.

Recognition of Commodore Hope's service during the Second World War was given in The King's Birthday Honors List of June 1946, in which he was awarded the OBE.



COMMODORE A. M. HOPE

Three from Lower Deck Enrolled at Royal Roads

Three ordinary seamen of the Royal Canadian Navy were promoted to cadet and enrolled at the Canadian Services College, Royal Roads, in September.

They were Cadets James D. Buchan and Norman J. T. Haslett, both of Vancouver, and Frederick D. Jardine, of Sydney Mines, N.S.

Having qualified in other respects, Buchan and Haslett attended the RCN Preparatory School at Esqui-

malt and Jardine was enrolled in the Central School at HMCS Stadacona, Halifax, to obtain the senior matriculation standings required for entry into the Canadian Services Colleges. On successful completion of their courses, they were promoted to cadet and appointed to Royal Roads for the fall term.

Stadacona Chiefs, POs Play Hosts to Visitors

August was a busy month for the chief and petty officers of HMCS Stadacona, particularly during the visit of RN and USN ships.

On August 9 a smoker was held in the mess in honor of the chief and petty officers of HMS Superb and drew an attendance of more than 200. Highlight of the evening was a skit by the men from the Superb portraying the life of the famous "Chelsea Pensioners" in their hospital.

On Monday, August 13, another smoker was held, this time in honor of the chief and petty officers from the visiting USN ships.

CPO S. R. (Doc) Wallace was chairman of the committee which organized the smokers and he and his mates were commended on their efforts. The food and extras were prepared and served by CPOs Arthur Isherwood and Garth Blakeney.

Over the weekend of August 18 the mess entertained a large number of men from the US Coast Guard Ships Eagle, Half Moon and Campbell, which were paying a courtesy visit to Halifax.

The mess committee next plunged into plans for two big events, the Chief and Petty Officers' Mess Ball and the Annual Chief and Petty Officers' Atlantic Command Ball. — G.B.

PO is Commissioned for Aircrew Duties

Petty Officer Leslie Hull, 23, of Saskatoon, was promoted recently to the rank of acting sub-lieutenant, RCN.

Sub-Lieut. Hull, entering on a seven-year commission, has begun

a basic flying course at the RCAF Station Centralia, Ont. On graduation, he will receive his pilot's wings and commence advanced training in naval aviation.

Born in Saskatoon, Sub-Lieut. Hull spent three years in the Sea Cadets and a year in the University Naval Training Division before entering the RCN as an Air Radio Mechanic in October 1946. He was promoted to commissioned rank under the scheme whereby men from the "lower deck" may qualify for appointments as pilots or observers in Naval Aviation.

Royal Roads Graduates Begin Service Careers

Sixteen graduates of the Canadian Services College, Royal Roads, have entered the Royal Canadian Navy as midshipmen after completing their second year of training.

This was the last occasion on which Royal Roads cadets graduated as midshipmen. In future, all but some engineering cadets will spend four years in Canadian Services Colleges and, on graduation, will enter the Service as acting sub-lieutenants.

Of the 16, 11 have entered the executive branch and have been appointed to the Ontario for training. The others are midshipmen (E) and have gone to the United Kingdom for professional training and courses.

The executive midshipmen are: John M. Campbell, London, Ont.; Lawrence A. Dzioba, Ridgeville, Man.; Richard T. Hittesman, Winnipeg; John A. Alexander McKenzie, Vancouver; Eric A. Makin, Edmonton; William T. Marchant, Darlingford, Man.; Geoffrey R. Meek, Montreal; John M. Peers, Dartmouth, N.S.; Arthur W. Rowse, New Westminster; Joseph Sosnkowski, Arundel, P.Q., and Peter J. A. Traves, Toronto.

The midshipmen (E) are: Victor G. Ernst, Halifax; Robert A. Gibbons, Victoria; Roderick M. Houston, Enderby, B.C.; Robert C. Orme Chilliwick, B.C., and Jerome M. Vivian, Drumheller, Alberta.

Communicator (V) Class Sets New Course Record

Communicator Visual 40 class completed training at the Communications School, Halifax, on July 26 and, in obtaining a class average of 90.2 per cent, accomplished what was considered almost impossible.

This was two marks better than the former record, set by the preceding class.

Ord. Sea. William E. Moffatt was high man in the class with 94.1 per cent. The standing reflects credit on both the class and the instructor, PO Dick Johnston.

Supply School Staff Sees Many Changes

Many changes have taken place recently in instructor and staff personnel at the Supply School, HMCS Naden. Commander (S) D. R. Dawson has taken over as officer-in-charge from Commander (S) P. H. Sinclair, who has gone to Command Headquarters as secretary to the Flag Officer Pacific Coast.

Lieut. (S) K. H. Doolittle has joined the school's staff as assistant training officer and Lieut. (S) O. E. Bowie has relieved Commissioned Stores Officer H. J. Stuart, who has taken up an appointment in the dockyard. Throughout the reserve training season, Sub Lieutenants (S) W. B. Stoddart and P. J. Plotkins assisted with the training program in the Supply School.

Other instructors who have recently

joined the school's staff include CPO T.G. Williams and PO W.R. Canham. CPO Williams relieved CPO C. F. Dickson, who commenced rehabilitation leave early in August prior to retiring on pension.

Ordinary Seamen Finish Stoker Mechanic Course

Seven new entry ordinary seamen recently completed eight weeks of stoker mechanic training at the Mechanical Training Establishment at HMCS Naden.

The group included Ordinary Seamen Paul Samis, Ronald Collins, Herbert Kingsberry, William Bellerose, Ralph Lehan, J. C. Chamberlin, William Brown, Richard Pothier, Jeffrey Linsey and Herbert Stevens.

CPO L. W. Smith Promoted To Commissioned Rank

Chief Petty Officer Laurence W. Smith, 34, of Dartmouth, N.S., has been promoted to the rank of acting commissioned radio officer. He will serve in the Electrical School in HMCS Stadacona after leave and an officers' divisional course at Cornwallis.



The traditional lanyard ceremony is performed at the graduation exercises held at Royal Roads early in August. In this ceremony, the senior term cadets slow-march through the ranks of the junior term cadets to have their lanyards ripped off, then counter-march at the quick to emerge as full-fledged midshipmen. (E-16015).



Shown above are members of the 19th Petty Officers' Leadership Course to be held at HMCS Cornwallis. Front row, left to right: POs C. Hainstock, J. Wilson and R. C. Sallis (instructor); Commissioned Bos'n W. H. Myers (course officer), and POs E. Peerless and L. Sims. Centre row: POs E. Black, M. Arthurs, R. Sewell, A. Gobel and G. Jones. Rear row: POs E. Morley, T. Skurdaskas, T. Robinson, J. Singlehurst and W. Hopkins. On course but absent from the photo is PO D. Murdoch. (DB-1077-1).

New Commanding Officers in Tecumseh, Queen

The commanding officers of two prairie naval divisions, HMCS Tecumseh, Calgary, and HMCS Queen, Regina, have retired and in both cases have been succeeded by their executive officers.

Captain Reginald Jackson has retired as commanding officer of Tecumseh, concluding a 38-year career in the naval reserve. His successor is Lieut.-Cdr. William F. Moreland, formerly XO of the division.

Commander William W. Spicer, commanding officer of Queen for the past four years, has reverted to the retired list of the RCN(R) and has been succeeded by Lieut.-Cdr. Daniel F. Clark.

Lieut.-Cdr. Moreland served in the RCNVR in the early '30's and re-entered the Reserve as an ordinary seaman, officer candidate, in June 1940. He went to the United Kingdom for courses and on completing them was promoted to sub-lieutenant.

He served for two years with the Royal Navy, then spent six months in the destroyer HMCS St. Francis. From her he went to HMCS York, Toronto, where he remained until August 1945, when he was appointed to the destroyer Qu'Appelle. Demobilized in October 1945, Lieut.-Cdr. Moreland entered the Active List of the RCN(R) at Tecumseh in October 1949 and was appointed executive officer of the division the following April.

Lieut.-Cdr. Clark entered the RCNVR at Saskatoon in June 1941 as a probationary sub-lieutenant. After training at Royal Roads, he served in various shore establishments, qualified as an anti-submarine specialist and went to sea in HMC Ships Buctouche, Fredericton, Hamilton, Coppercliff and Loch Morlich.

He entered the Active List of the RCN(R) at Saskatoon in January 1947 and transferred from Unicorn to Queen when his civilian occupation took him to Regina. He became executive officer of Queen in November 1950.

TAS Course Graduates Take up New Duties

Members of a petty officers' torpedo detector class which completed a course at the TAS Training Centre,

Esquimalt, have taken up duties in various ships and establishments in the Pacific Command.

POs Dennis Mann and F. R. Andrews remained on the school's staff while the remainder were drafted as follows: PO Frank Grant to HMCS Athabaskan; PO Richard Eldridge to HMCS Cayuga; PO R. S. Davis to HMCS Sioux and PO C. P. MacQueen to HMCS Discovery.

Two Able Seamen Lost on Japan-Bound Plane

Two members of the communications branch of the RCN became indirect casualties of the Korean war when an aircraft in which they were travelling to the Far East disappeared without trace while flying from McChord Field, Wash., to Anchorage, Alaska, in July.

The men were Able Seamen Robert J. Moore, 21, of Yarmouth, N.S., and Pennfield Ridge, N.B., and Frank R. Laker, 20, of Winnipeg. They had been drafted to the Sioux for visual communications duties and were proceeding via the airlift to join her in the Far East.

AB Moore entered the RCN at Saint John in April 1949 and went to Cornwallis for training. His first ship was the Magnificent and from her he went to Stadacona for a course in the Communications School. AB Laker, who had entered the Navy two months later and had gone from Cornwallis to the Ontario, was enrolled in the same course.

On leaving the school, the two men were drafted to the Ontario in February of this year, just in time to take part in her Australasian cruise. Shortly after the Ontario's return, they came ashore for leave prior to reporting to McChord Field for air passage to Japan. AB Laker was married while on leave in Winnipeg.

Joined at Same Time, Commissioned Together

Two chief petty officers whose careers in the RCN have been almost identical have been promoted to commissioned rank.

They are Acting Commissioned Officers (Special Branch) Lawrence P. Mann, of Victoria, and Donald W. Smith, of Greenwood, B.C., and Ottawa. Both are 30 years of age.

The two men entered the RCN as boy seamen on the same date — April 17, 1939. They took their preliminary training, qualified as telegraphists and served in their first ship, HMCS Prince Robert, together.

They went separate ways for most of the rest of the next five years but otherwise their careers were closely parallel. Since the war they have served in various naval radio stations and, on obtaining the required qualifications, were promoted to commissioned rank at the same time. Following leave, they will go to Cornwallis for an officers' divisional course.

LOWER DECK ADVANCEMENTS

Following is a further list of advancements of men on the lower deck. The list is arranged in alphabetical order, with each man's new rating, branch and trade group shown opposite his name.

RCN

ADDERSON, John W. LSSM1
 AGNEW, Reynolds A. LSSM1
 ALEXANDER, Edward C. P1GA3
 ANDERSON, Joseph C. C2ER4
 ATTENBOROUGH, John D. LSSM1

BARBER, James R. LSSM1
 BENNETT, Myron L. LSSM1
 BIGGS, Douglas M. LSSM1
 BING, John B. C2TI3
 BLAIS, Norman F. P1GA3
 BODNARCHUK, Jerry. LSSM1
 BONNER, Leonard R. P2SM2
 BOUCHER, Joseph N. LSSM1
 BOURRET, Joseph L. C2GA4
 BRIAND, Francis D. P1SM2
 BROOKS, Raymond J. P1SM2
 BROWN, Cecil S. P1PH2
 BRYAN, Charles A. C1PT2
 BRULOTTE, Guy A. LFSM1
 BUCHANAN, William F. P1SM2
 BUCKLEY, Charles. LSSM1
 BUGSLAG, John C. C2ER4
 BURNS, Arthur. P1GA3
 BUTTERWORTH, Charles G. C1SH4

CALDERBANK, Kenneth R. P1SM2
 CAMPBELL, Douglas L. P1GA3
 CAMPBELL, James J. LSB1
 CHAMBERS, James C. P1SM3
 CLARKE, James R. P2SM2
 COFFILL, Hollis L. P1BD2
 COVERDALE, Francis H. P1SH4
 COWARD, Robert G. LSSM1
 CRYSTAL, William R. C1SM3
 CULBERT, Merton M. LSSM1
 CURRIE, William E. LSSM1

DAVIES, Harold L. P1ER4
 DEDICK, Walter E. LSSM1
 DESNOYERS, Daniel E. LSSM1
 DEVENNEY, Thomas G. LSSM1
 DEW, Norman A. LSSM1
 DUROCHER, Alexander H. LSSM1
 DURRANT, Andrew R. LSSM1

EDNEY, Gilbert R. LSSM1
 EDWARDS, Murray H. P1GA3
 ELLIS, Gordon E. LSPH1
 EMKE, Evolt. P2SM2
 EVANS, Arthur C. LSSM1

FLEMING, William. LSSM1
 FRANKTON, Vernon M. LSSM1
 FRIIS, John Alexander C. P2SM2

GALLOWAY, David A. C2ER4
 GETHING, Alfred. LSSM1
 GILLETTE, Cecil H. P1SM2
 GILROY, Charles A. LSSM1
 GOODWIN, Willard N. P1SM2
 GOOSE, Walter A. LSSM1
 GRAHAME, Walter M. C2QM2
 GRANT, Edward T. C1ER4
 GUSTAFSON, Arnold W. C1ER4

HALL, Allan L. P1TA3
 HARDAKER, Harry P. LSSM1
 HARGREAVES, William G. LSSM1
 HARLING, Arthur R. P1SM2
 HARRIS, Joseph F. LSSM1

HATTEN, Gordon D. P2SM2
 HAWKINS, James G. LSSM1
 HAWKHURST, William R. LSSM1
 HAYES, Theodore J. LSSM1
 HAZELWOOD, Eric. LSSM1
 HILES, Melvin. LSSM1
 HILLSDEN, George W. P2SM2
 HOCKLEY, Douglas D. C2SM3
 HOLTORF, Jesse G. P1SM2
 HOWE, John W. P1SM2
 HOWE, Wallace A. C1SM3
 HOWELL, Donald R. P1GA3
 HUDSON, William J. R. P2PW2
 HULL, Burton P. LSSM1
 HUTCHINGS, William C. C2SM3
 HYMERS, William J. LSSM1

IRVINE, John. C2ER4

JACKSON, Peter J. C2ER4
 JACOBSON, Robert A. P1SM2
 JENNS, Gerald S. LSSM1
 JOHNSON, Roy E. P2PW2
 JONES, Norman K. P1TA3
 JONES, William. P1SM2
 JUDD, Frank S. P2SM2

KANIS, Peter. P2SM2
 KENNEDY, David. P2SM2
 KENNEDY, William C. P1SM2
 KING, Stanley J. C2GI3
 KING, Walter R. LSSM1
 KNOWLER, John W. P2SM2

LAST, Ildord A. P1SM2
 LAURILA, Victor E. LSSM1
 LAWSON, Lloyd G. C1ER4
 LEVY, John A. LSSM1
 LITTLE, John G. P1SM3
 LYNCH, Ronald T. LSSM1
 LYNSD, Donald D. LSSM1

McGREGOR, Gordon J. LSSM1
 McGUIRE, John F. P1BD2
 McILDOON, Robert. P1GA3
 MacDONALD, Raymond R. P1SM2
 MacKINTOSH, Kenneth W. LSSM1
 MAAS, Reinhold. LSB1
 MACAULAY, Ernest H. LSSM1
 MACHAN, Alva R. LSSM1
 MARR, Horace F. C1SM3
 MAYNARD, Arnold H. C2LR2
 METCALF, Bruce B. LSSM1
 MILLER, Robert C. C2QM2
 MITCHELL, Walter R. C2SM3
 MOSHER, Charles F. P2SM2
 MOULTON, Douglas G. LSSM1
 MUNSIE, Douglas G. LSSM1
 MURRAY, William. LSSM1

NOBLE, George S. P1SM2
 NOBLE, William L. LSSM1

OUEILLETTE, Raymond J. LSSM1
 OXTOBY, Leslie. P1SM2

PALMER, Leonard W. P1SM2
 PAYNE, Russell A. LSSM1
 PELCHAT, Joseph W. LSSM1
 PETERS, Edward A. C1SM3
 PERIGO, George M. C2GI3
 PILON, John A. C2SM3
 POIRIER, Victor M. LSSM1
 POWER, John P. LSSM1
 PROSSER, Gilbert W. C2SM3
 PURDY, Peter F. P1SM2

RAINER, Vernon H. C2ER4
 READ, Alan F. LSSM1
 REESOR, William C. LSSM1
 REID, Roy W. P2PH2

RIPLEY, Douglas C. C1SM3
 ROBERTS, George G. LSSM1
 RUSHTON, Lloyd W. LSMA1

SAEDAL, Robert A. P1SM2
 SARANIC, William. C2ER4
 SCHATZ, Arnold A. LSSM1
 SEMENICK, Michael T. C2SH4
 SHEWCHUK, Nick. P1SM2
 SHIPLEY, Robert H. C2ER4
 SHORE, Reginald A. P1GA3
 SIMMONS, Sydney J. LSSM1
 SIMONS, Albert E. P1TA3
 SLUSARENKO, Joseph. P1GA3
 SMITH, Albert D. LSSM1
 SQUIRES, Murray W. LSSM1
 STEPHENS, Richard L. LSSM1
 STEPHENSON, Francis J. P2SM2
 STEVENSON, Alfred J. LSSM1
 STEVENSON, Ronald C. LSSM1

TANNER, Robert W. LSSM1
 TAYLOR, Kenneth L. LSSM1
 TAYLOR, Kenneth R. C2ER4
 TAYLOR, Ronald S. P2SM2
 TIVY, Harry L. P1SM2
 TONGE, Leslie. C2ER4
 TRACEY, Darragh B. P1SM2

VALLIERE, Roy W. LSSM1

WADDELL, David J. C1SM3
 WADE, Lawrence. LSSM1
 WADLOW, Arthur C. P2SM2
 WARDELL, Raymond W. P1SM2
 WATTS, Calvin. C2SH4
 WESLEY, John R. LSSM1
 WILKS, Roy E. LSSM1
 WILLIAMS, Harold P. C1PB3
 WILLIAMS, Terrance W. P1SM2
 WOODS, Edmond J. LSSM1

YARD, Rex A. LSSM1
 YOUNG, John A. P1PH3
 YOUNG, Paul McK. C1SM3
 YOUNG, Robert B. C2SM3

RCN(R)

BIGGAR, R. C1SH4

CLARKE, J. S. C2RT4

EDIE, N. B. LSSM1

GLASS, T. S. C1CC3
 GODIN, W. F. P2CK2

HOLLAND, F. C. LSTDS
 HOLMES, J. P1CV2

LANGLEY, W. L. P1PW3
 LAVERY, G. F. C2QR1
 LAVOILLETTE, C. P1AA1
 LAWSON, C. A. P1VS2

MURRAY, K. A. LSTDS

PENHALE, H. B. C2MR3
 POLSON, J. J. C2SH3

RYAN, R. E. LSSW1

SIMPSON, F. G. LSEM1
 STRANAN, J. A. LSEM1

VALLIE, C. E. C1MR3

WHITE, F. H. LSB1
 YOUNG, J. S. LSEM1

Hunter Scores Again

*Shooting Teams Help Windsor
Division Repeat 1949
Regatta Victory*

FOR the second time in three years, HMCS Hunter, the Windsor, Ontario, naval division, won the Cock-of-the-Walk trophy in the Great Lakes Naval Regatta. The three-day event was held over the Labor Day weekend at Ottawa, with HMCS Carleton as host.

Hunter's team racked up a winning total of 51 points in the various events. Carleton was second with 42 points and HMCS York, Toronto, finished third, 15 points astern of the winners.

Ten teams of 20 competitors each took part in the regatta and constituted the largest entry since its inception three years ago in Toronto. Every division from Quebec City to Winnipeg was represented.

Coinciding with the regatta was the historic visit to Dow's Lake of five Fairmile patrol craft comprising Task

Group 211.1, under the command of Commander F. R. K. Naftel, commanding officer of HMCS Prevost, London, and Reserve Training Commander, Great Lakes. The craft journeyed to Ottawa via the Rideau canal system, marking the first time warships had navigated this man-linked waterway since its construction some 120 years ago.

The patrol craft were tied up alongside the Federal District Commission Driveway near Carleton, adding greatly to the naval atmosphere of the regatta as well as providing sleeping quarters for the competing teams.

Windsor, London and Port Arthur teams arrived after the first heats of the regatta were under way Saturday morning, due to late trains. In the early stages Carleton, York and Cataraqui made promising showings but on Sunday Hunter's rifle and

pistol teams picked up 18 points at the Hull Armouries and this gave the Windsor squad a comfortable first-place margin which it held throughout the rest of the regatta.

Carleton, on the other hand, excelled in most of the events on the water but her rifle and pistol teams failed to bring in any points.

The limited confines of Dow's Lake kept the sailing courses tight but, from a spectator's point of view, this was all for the good. The weatherman obliged with excellent weather on the first day but followed on Sunday and Monday with occasional showers and cloudiness. Monday afternoon saw the largest attendance of the regatta and, with Carleton making a stubborn bid for a Cock-of-the-Walk finish, enthusiasm ran high to the finish of the last whaler pulling race.

The most exciting race of the entire regatta was the open whaler pulling final. Entering the last quarter of this race, York's boat was well in the lead, but a Hunter crew which had been juggling for second place with Montcalm's boat surged ahead to overtake York and cross the finish line first by less than an oar's length.

York protested, however, that the overtaking boat had touched oars with them, causing them to drop an oar seconds before crossing the finish line. The protest was upheld and Hunter was declared to have finished second. Hunter appealed and the matter was brought before the regatta protest committee, which interviewed both coxswains and finally disqualified Hunter, giving Montcalm a second and moving the Griffon boat up from fourth to third place. Happily, this result did not injure Hunter's chances of winning the Cock-of-the-Walk.

At the conclusion of the regatta events, Captain A. G. Boulton, Director of Naval Reserves, introduced Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, who presented trophies and prizes to the respective winners and congratulated all participants on their enthusiasm and generally fine display.



The Cock-of-the-Walk trophy, premier award at the Great Lakes Naval Regatta, is presented to Ord. Sea. Robert Bondy of HMCS Hunter's winning team by Vice-Admiral H. T. W. Grant, Chief of the Naval Staff. (Photo by Newton, Ottawa).

Regatta Champs Flown Home by RCAF

HMCS Hunter's team narrowly missed being present to receive from Vice-Admiral H. T. W. Grant the Cock-of-the-Walk trophy won by the Windsor sailors at the Great Lakes Naval Regatta. The RCAF, however, saved the day.

Hunter's team was due to leave Ottawa by train at 3:30 Monday afternoon, the last day of the regatta, which meant they would miss the presentation of prizes. But when it looked as though they might win the championship trophy a hurried call was put through to RCAF Station Rockcliffe asking if an aircraft could be laid out to take the team to Windsor later in the day.

The Air Force obliged and the Cock-of-the-Walk winners were able to attend the prize-giving, with plenty of time to spare. They flew out of Ottawa early that evening and were home two hours later.



Members of HMCS Hunter's team pose with the Cock-of-the-Walk and pistol and rifle shooting trophies they won at the Great Lakes Naval Regatta held on Dow's Lake, Ottawa, over the Labor Day weekend. Front row, left to right, are: PO Keri Lewis, AB William McGuire, Ord. Sea. Robert Bondy, Ldg. Sea. Alfred Gay, AB Bertram Weisz, Ldg. Sea. Fred Farrell and Ldg. Sea. Richard Shelton. Rear row: Lieut.-Cdr. Craig Bishop, Lieut. (SB) R. M. Pearson, Lieut. Eric Neill, Lieut. Maurice Harbroe, Lieut. W. J. Waldron, Lieut. P. J. Ryall, Sub-Lieut. E. G. Lee, Lieut. (S) John Sutherland and Lieut. (E) A. B. Harris. Missing from the photo are Lieut. T. A. Tarleton, team captain; CPOs John Scholes and Arthur Hatchard; PO Alfred Ridgewell, and Leading Seamen William Bear and Charles Bondy. (O-2021-1).

A dance Saturday night on the drill deck of Carleton highlighted the social side of the regatta. In many cases wives had accompanied members of the teams to Ottawa and for those who were solo, hostesses were provided by Carleton... A continuous flow of loud-speaker commentary by Sub-Lieut. Marcel Joyal kept the spectators abreast of what was taking place and helped to maintain interest at a high level... The regatta was well organized and went off without a hitch, with bouquets in this connection going to Lieut.-Cdr. W. P. Chipman and Lieut. G. F. Clarke.

Commander (S) S. F. Conquer,

official score-keeper for the regatta, maintained a scoreboard which enabled spectators and competitors to follow the progress of the various teams... Among the rooters for the Windsor team was Mr. Paul Martin, Minister of National Health and Welfare... Miss Charlotte Whitton, acting mayor of Ottawa, attended the prize-giving ceremony and welcomed the regatta teams to the capital city.

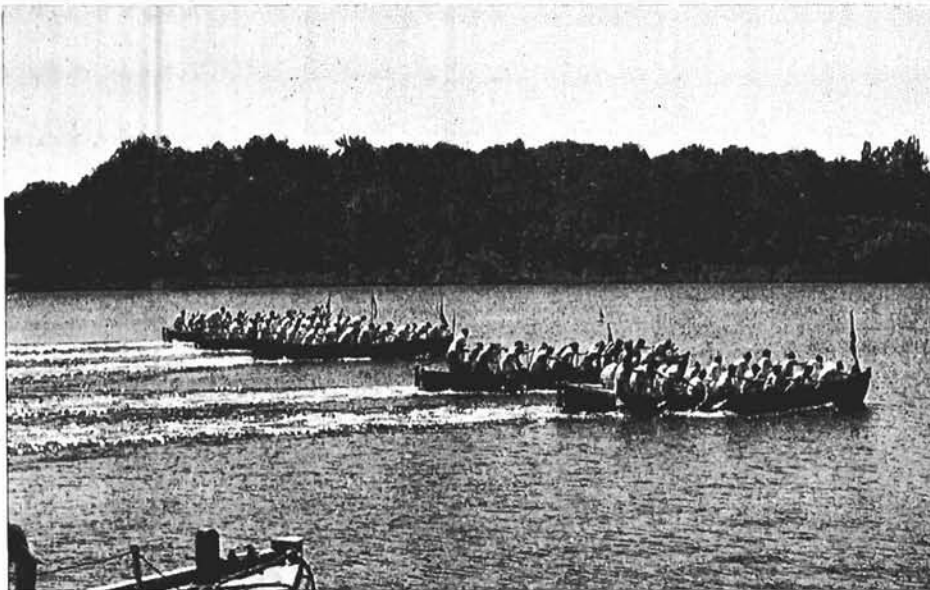
Results of the various events, on the basis of final point totals, were as

follows:

- Whaler Pulling (officers)—1 Carleton; 2 Hunter.
- Whaler Pulling (men)—1 York; 2 Griffon.
- Whaler Pulling (open)—1 York; 2 Montcalm.
- Whaler sailing (officers)—1 Carleton; 2 Cataraqui.
- Whaler sailing (men)—1 Griffon; 2 York.
- Whaler sailing (open)—1 Carleton; 2 Hunter.
- Dinghy sailing (officers)—1 Donnacona; 2 Carleton.
- Dinghy sailing (men)—1 Star; 2 York.
- Dinghy sailing (open)—1 Donnacona; 2 Carleton.
- Pistol shooting—1 Hunter; 2 Prevost;
- .22 Rifle Shooting—1 Hunter; 2 Montcalm.
- War Canoe—1 Cataraqui; 2 Donnacona.
- Tug-of-War, Griffon. Runner-up, Chippawa.

FINAL STANDING

1. HMCS Hunter, Windsor..... 51
2. HMCS Carleton, Ottawa..... 42
3. HMCS York, Toronto..... 36
4. HMCS Griffon, Port Arthur... 32
5. HMCS Donnacona, Montreal... 31
6. HMCS Cataraqui, Kingston... 24
7. HMCS Star, Hamilton..... 22
8. HMCS Chippawa, Winnipeg... 20
9. HMCS Montcalm, Quebec..... 16
10. HMCS Prevost, London..... 7



From a spectator's point of view, Dow's Lake was an ideal spot on which to hold the regatta, as the events on the water could be watched from any point on the shore. This photo, taken from the east side of the lake, shows the start of one of the war canoe races. (O-2021-9).

A China Incident

by J. C. L.

It was the spring of 1938. The Japanese armies had ravaged Nanking and the outskirts of Shanghai and were swarming up the Yangtze Valley, leaving destruction in their wake. Thousands of Chinese streamed into Shanghai, the only refuge in the area.

The Japanese had clamped a blockade on the Yangtze to cut off supplies to Shanghai. Since they chose to call this war an "incident", they could not legally blockade the ports of China, but by sinking blockships and by the apparent laying of minefields they had endangered supply lines to the third largest city in the world.

The British, however, accustomed to trading in China under difficult circumstances, persevered and continued as best they could with their normal trade. The following is a report of the experiences of the SS Tungwo, a British merchantman, during one of her blockade runs.

THE Tungwo lay alongside Peking Road jetty in Shanghai harbour in the midst of sweating, grunting cargo coolies, and smells that can only be described as of China. Around her were ships which, until recently, had spent their days in the most interesting and romantic trade in the world—working the upper, middle and lower

Yangtze, from Tibet to the Yellow Sea.

She was unmistakably of British ownership, with large Union Jacks painted on her sides and the cross of St. Andrew—house flag of her owners, Jardine, Matheson & Co., Ltd.,—at the maintop. This illustrious company had a tradition dating back to the days of the East India Co. Their holdings in China made up a fair percentage of total British interests in the Far East.

The Tungwo was commanded by Captain J. Schofield, who, together with the Chief Engineer, the Purser and myself as Chief Officer, comprised the sole European representation. The crew of some 200 was all Chinese. Like the officers of other blockade runners, we had volunteered for the job.

The Tungwo, a shallow draft river steamer specifically designed to ply between Hankow and Changsha, was assigned to bring out silk cocoons and cotton to the great mills in Shanghai. To assist our endeavours, two Royal Navy gunboats, HMS Ladybird and HMS Cricket, patrolled the estuary area. We had fitted a short wave receiver and transmitter behind a false bulkhead, off the main W/T office, to enable us to keep continu-

ously in contact with the British Consulate and HM gunboats.

Dawn was breaking as the Tungwo cast off and proceeded down-river toward the Yangtze. This outward leg of the voyage was uneventful except that we were informed that both gunboats were off patrol. The 14 miles from Soochow Creek to the Yangtze was bustling with Japanese war craft of every type from the venerable battleship Idzumo to the smallest type of landing barge.

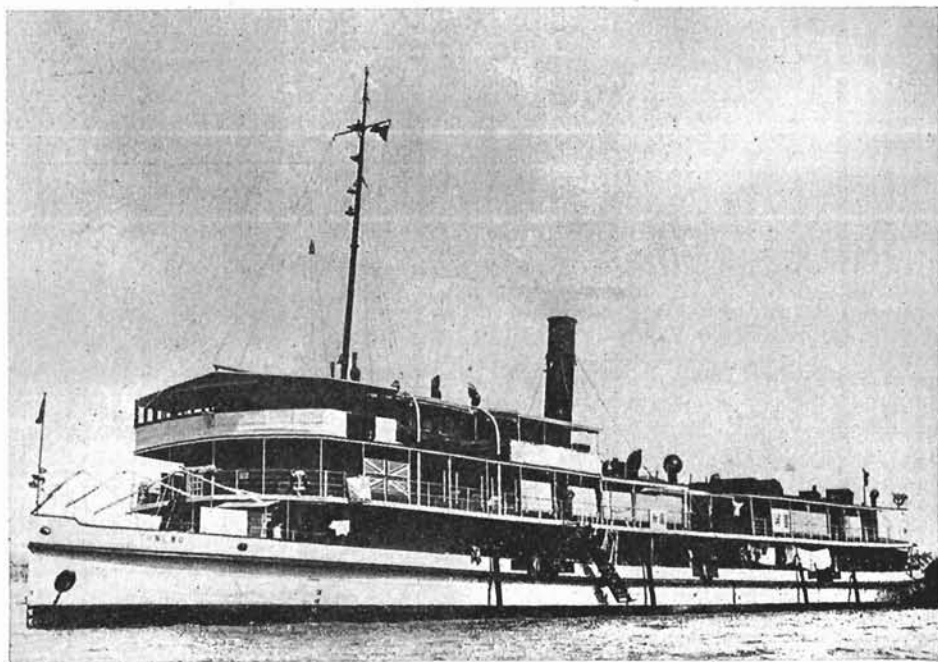
In the course of the forenoon we stopped on the west bank of the Yangtze before crossing the river to the north of Tsungming Island. Here we anchored in four fathoms of water, a cable off shore, in the entrance to a creek named Shitung. Normally the act of anchoring aroused every dog, bird and human in the vicinity, and sampans and lighters would descend on us from concealment up the creek. But this time nothing happened. Only an uncanny silence reigned—a silence that was just a little ominous.

Luncheon was about over when our Second Officer entered the saloon with dramatic news. We raced on deck and saw Chinese Nationalist flags fluttering from trees and bamboos stuck in the high mud banks. Four miles away, but rapidly drawing closer, was a Japanese force consisting of gunboats and landing craft. They were headed for our anchorage and it was evident that they were bent on cleaning out the pocket of Chinese Nationalists ashore. Unless we moved quickly, we would be caught between the two opposing forces.

With the Japanese blocking the regular channel, one escape route remained—a narrow channel a quarter of a cable wide between Shitung Island and the east bank. However, it would not have sufficient water in it for an hour, and then there would be only six inches to spare.

So, for one hour we had to sweat it out. The crew was sent to compartments below the waterline to avoid casualties from stray shells and bullets and we awaited the clash with some trepidation.

Nor did we have long to wait. The gunboats anchored in our lee. The landing craft dashed under our bow



THE SS TUNGWO

and stern and into the creek entrance. As they nosed into the creek, all hell broke loose. Guns opened fire from the high mud banks of the creek and river and the air became alive with unpleasant whines. Landing craft were sinking around us. Gunboats were firing furiously over us and across our bow and stern.

Two hundred yards to starboard was an angry shoreline, 100 yards to port was an extremely unfriendly gunboat. As I peered at this gunboat, her bridge suddenly received a direct hit from something fairly hefty, causing her to cease fire momentarily. Caught between this crossfire, Captain Schofield decided to risk the bar, which theoretically should have our draught of water at this time.

The Tungwo was being hit by machine gun and rifle fire from both sides as we weighed and made for the passage at full speed.

Unfortunately, at this same moment the Japanese, having been defeated in their initial operation, turned their attention upon us. Instead of hitting us accidentally they proceeded to do so deliberately. At the same time they signalled us to stop. When we did not immediately acquiesce, a gunboat gave chase.

Our speed was somewhat less than that of the gunboat and as we crossed the bar she ran alongside, with every gun trained on us at five yards' range. In addition, some 50 soldiers lined the decks with their rifles aimed at the only visible life on board, to wit the Captain and myself.

The Captain was informed by megaphone that since he had fired on the flag of Nippon he was to board the gunboat as a hostage. The Captain, a fine type of British seaman and a Yorkshireman to boot, proceeded to tell the senior Japanese officer a few pertinent facts about the British flag and the property belonging thereto. He added that he had not the slightest intention of leaving his command at the orders of anyone save the owners or the King of England. He made clear, too, that he could not have fired on any flag, since his only armament consisted of the .45 pistols carried by the Chief Officer and himself. Moreover, the Royal Navy was around the corner and would blow them out of the water.

The Japanese, though somewhat subdued, informed the Captain that they had no alternative but to seize the ship. He was ordered to follow them and told that any attempt at escape would result in our destruction. We had no choice.

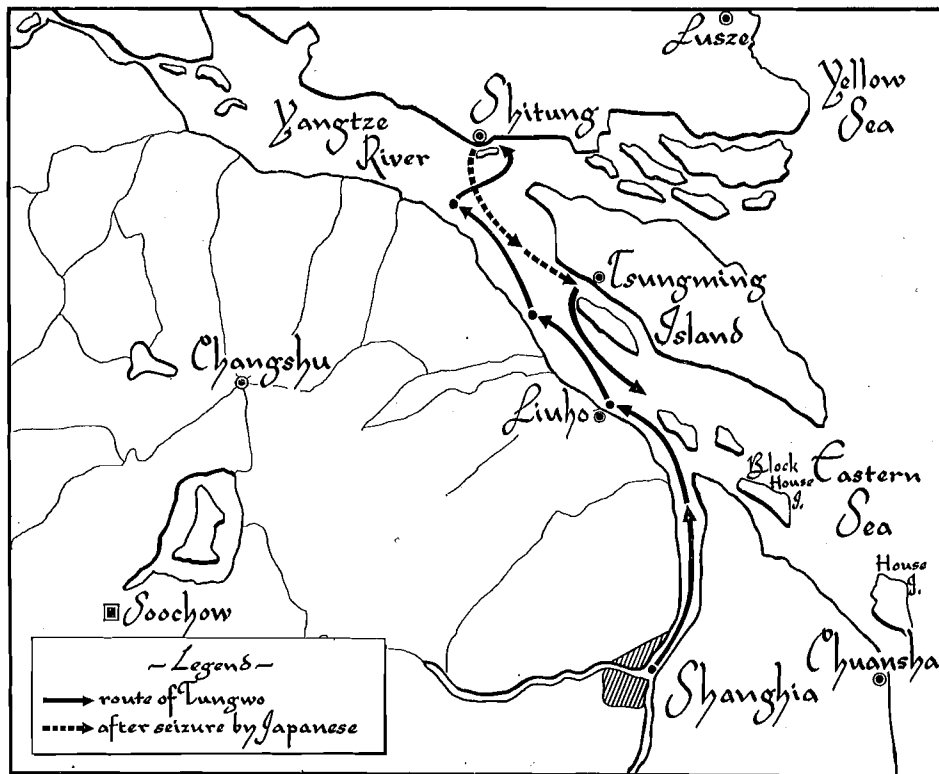
So began a nightmare voyage down

the Yangtze, with one gunboat ahead and another on the beam with her guns trained on us. To add to our difficulties, the course we followed was down the unsurveyed eastern shore, where our latest charts showed large shoals and swiftly changing narrow channels. Somehow we passed all these dangers safely. We gained further comfort from the fact that we were in touch with the British Consulate by short wave and felt that the Ladybird or Cricket would be on the scene before long.

As darkness fell, we were nearing the coast of Tsungming Island, at a point where no harbour or anchorage

damage. We had suffered no casualties. The range of the enemy's rifle and machine gun fire was such that it had not penetrated the steelwork. The wooden structures had not fared so well, however. Although only small holes were visible from the outside, the cabin interiors were somewhat shattered. The ship's sides were pocked with bullet holes from stem to stern.

Throughout the day the wireless operator had kept in touch with the British authorities in Shanghai, so our location was known. (We heard later that the message reporting where we were had been picked up by a ham



was indicated. There was no slackening of speed, however, as we approached this dim shore. Suddenly an entrance opened up and we literally shot into a small harbour that was darker than the depths of a coal mine. A chorus of yells went up from the gunboats, and they let go their anchors at about ten knots. We went full astern and came to anchor in this harbour from which there was no known channel to the main fairway in the west side of the river, some five miles away.

When we finally secured and the leadsman had finished intoning the depth of the water, utter silence descended. Apart from our anchor and ship lights, not another light, ashore or afloat, betrayed the presence of a living soul.

We were now able to estimate our

operator in San Francisco and relayed back).

What next? We were not long in suspense. The calm of the night was suddenly shattered by harsh voices, flashes of light, the clumping of many feet on a jetty, the unmistakable noise of armed soldiers, then the whirr of motor launches being started. In the darkness we could not see what was going on, but it was obvious where the Japanese were heading.

The first launch to come alongside was full of senior Japanese army officers wearing field kits and with swords strapped to their flanks. They boarded us and, at my request, followed me to the ship's saloon, where the Captain awaited them.

Captain Schofield opened the meeting by demanding to know why they had dared to seize a British ship. He

addressed his remarks to the particularly ferocious and skull-faced Japanese colonel who led the party. The colonel, replying through an interpreter, requested with many bows and hisses that we all be seated while he conducted an inquiry. As he spoke, a platoon of some 20 soldiers with fixed bayonets entered and made the Captain and myself feel very uncomfortable by aiming their rifles at us.

We sat down at a long table, the Captain at the head, the Japanese colonel at his right. I sat at the Captain's left and the remaining seats were taken by Japanese army officers. The interpreters stood behind the colonel, and the whole party was ringed in the most unpleasant manner by a group of unkempt, fierce-looking soldiers.

The colonel began to frame questions to one of the interpreters. As he spoke he would draw his sword slowly from its scabbard, then drive it back, to the accompaniment of the oddest hissing sounds, as he completed a sentence. The act was somewhat startling at first, but as we got used to it we could not help seeing a startling resemblance to Lawson Wood's chimpanzees. It was difficult to keep a straight face.

An interminable question period followed, the gist being that they believed we had hidden guns aboard and that we had fired on the flag of Nippon. An impasse was reached when I produced a handful of expended machine gun bullets and the Captain asked why the Japanese had fired on the British flag, as witness the Mitsubishi trade mark on the nickel jackets.

A great intake of breath and a long pause followed this question. Finally the Japanese colonel explained that Japan had at times suffered temporary setbacks and the Chinese had captured some of their ammunition. They were Japanese shells, yes, but, he hastened to add, had been fired by the Chinese.

Meanwhile, I once or twice caught an occasional glimpse of our grinning Chinese Second Officer, signalling that our hidden radio set was still in contact and giving the British Consulate a running description of the scene.

The questioning proceeded into the night. At some early hour, after countless denials and much clashing of swords, hissing and changing of sentries, a sudden commotion occurred outside. The Boatswain, a six-foot northern Chinese, barged through the soldiery to my side saying, "Japan soldier makee die one sailor".

As we were running aft, I realized that the Captain, Boatswain and I had brushed these armed soldiers to one side, that in fact, they had jumped out of our way. They were apparently unaccustomed as yet to dealing with someone who meant business.

In the after accommodation we found a young sailor, perhaps 16, who had been bayoneted by one of a group of soldiers who apparently were under instructions to look for the hidden guns we were supposed to be carrying. The sailor appeared to be in a bad way. We had him carried into the main saloon. At the sight of the ashen pale young Chinese, who was bleeding profusely, the Japanese officers burst out laughing and filed out. They boarded a launch and left for the shore.

I, being the ship's doctor as well as second in command, settled down to examine the wounds. After a closer examination I found that the bayonet had run along a rib, causing a ghastly looking wound which was entirely superficial. Once the sailor was told this, his shocked condition improved considerably. He was packed off to bed with numerous stitches and a hope for the best.

In the meantime, a message was received from the British Consul General informing us that everything was being done to obtain our release diplomatically. However, if we were not released by noon of this day, HMS Ladybird would be despatched to free us, if necessary, by force.

This was heart-warming news. After posting lookouts to warn us of the approach of visitors, friendly or unfriendly, we retired to get as much sleep as possible, since no one knew what the day would bring. If the previous day was any criterion, we would need all our endurance.

We had no sooner retired than we were awakened by the quartermaster saying that, judging from preparations ashore, we were about to be boarded again. It was our unwelcome visitors

of a few hours before. The same denials and questioning continued through the morning. Noon passed and I scanned the harbour entrance, hoping to see HMS Ladybird, but there was nothing.

Suddenly a high speed launch raced alongside from shore and a lieutenant colonel dashed up to the Japanese colonel. His message must have been alarming. As the colonel passed it around and each officer read it, there was a silence, followed by the sound of indrawn breath and Japanese exclamations.

The whole picture then changed. The Japanese colonel agreed that there were no guns aboard and requested the Captain to sign a statement to the effect that he had not captured us, but that we had voluntarily accompanied the gunboats. The Captain signed, because if he had not they were obviously prepared to use force to obtain it. This strange document pleased the Japanese very much. All of them signed the statement and several copies of it, without batting an eyelid. The Captain was told that he was free to go. — "So sorry for the inconvenience".

Carefully we felt our way out of this harbour and across the Yangtze to the main channel and then cranked on full speed to Shanghai. En route we met HMS Ladybird, decks cleared for action and her crew spoiling for a scrap. I can imagine how annoyed they were to see us.

We later learned that the signal which caused our release was an "en clair" message to Ladybird directing him to proceed with utmost despatch to our rescue, and to be prepared to use force to obtain our release.

(This first hand account was written for The Crownsnest by Commander J. C. Littler, Commanding Officer of HMCS Huron. Commander Littler entered the Royal Canadian Naval Reserve from the Merchant Service in 1940 and served almost continuously at sea during the war. He transferred to the RCN in February 1946).

FAIRMILE FOOLED BY FERTILE TURTLE

Consternation ran high aboard PTC 762, HMCS Hunter's Fairmile, when she slipped early in July to rendezvous with the Great Lakes Training Squadron in the Burlington canal.

Shadow, the ship's mascot, had let the side down and forced the 762 to sail with females aboard, an act entirely contrary to regulations.

Shadow is a turtle, fished from the Detroit River by Able Seaman Ron Robertson and adopted by the crew as official mascot. Shadow got a fresh coat of paint on "his" top deck and a tidily

ship's number. "He" was designated ABT(NQ) Shadow.

That was until "he" laid four eggs in the messdeck the day before PTC 762 sailed.

Which goes to show Ogden Nash was right when he said:

*The turtle lives 'tween plated decks
Which practically conceal his sex.
I think it clever of the turtle
In such a fix to be so fertile.*

Permission is now being requested for Shadow to be transferred to the WRCN(R).



Commander Sydney Gratton-Cooper, Commander (Air) in the Magnificent, congratulates Lieut.-Cdr. R. E. Bartlett, commanding officer of the 30th Carrier Air Group, on the record score of 1,016 flying hours set by the group during the month of August. At the left is Lieut.-Cdr. J. N. Donaldson, commanding officer of 881 Squadron; on the right is Lieut. J. W. Logan, senior pilot of 871 Squadron. (MAG-3296).

'MAGGIE' SETS FLYING RECORD

ON BOARD HMCS MAGNIFICENT—A new RCN record for flying training in a single month—1,016 hours—was set in August by aircraft flying from this carrier.

The mark was established by the Avengers and Sea Furies of 30 Carrier Air Group, but it belongs to the ship as a whole, for it was through the combined efforts of all departments that the record was achieved.

The hours started to pile up almost as soon as the Magnificent left Halifax August 7, but it was while exercising in the Mediterranean during the latter half of the month that the group's two squadrons, 871 and 881, worked up to full tempo.

The bare fact that the Avengers and Sea Furies flew more than 1,000 hours tells only part of the story. Of real significance was the extent of training carried out during those hours in the air.

The emphasis was on anti-submarine operations. The greater part of 881 Squadron's time was devoted to searching for and "attacking" two RN submarines which took part in the exercises. Instrument and cloud

flying and navigation exercises rounded out the Avenger crews' training.

The Sea Furies of 871 Squadron flew on interception exercises, acted as carrier patrol for the protection of the fleet and successfully dealt with "enemy" aircraft attacks.

Flight deck parties and servicing and maintenance crews put in long hours in keeping the aircraft flying, while other departments added their share in making possible the record-breaking performance.

'BEAUTY CONTEST' ABOARD CAYUGA

Every Canadian warship that puts to sea has a number of men who take advantage of time away from home to grow beards, and HMCS Cayuga, now on her second tour of duty in Korean waters, has been no exception. So popular did the practice become that the destroyer decided to hold a beard-growing competition.

Rules for what became known as the Hair-Raising Beauty Contest were laid down at a meeting in the wardroom. Commander James Plomer, the commanding officer; Lieut.-Cdr. A. B. Cosh, the executive officer, and Lieut. Frederick Little, of Victoria, the gunnery officer, discussed the matter with CPO D. H. (Bert) Nelson, CPO Edward Jupp, CPO Harold English and Ldg. Sea. John Radley. The latter three were named judges.

When the great day came, the 32 contestants mustered on the quarterdeck, from where they were escorted forward to the forecandle, under the musical guidance of Lieut. Peter Chance, playing a recorder (an ancient musical wind instrument something along the lines of a clarinet or flute) and dressed in the style of an Eastern potentate. Alice, the ship's canine mascot, became quite agitated and obviously annoyed over Lieut. Chance's contribution to the affair.

Chaperone to the infuriator of Alice was Lieut. Little, bearing up under the strain of trying to look successful as an Oriental attendant. Adding to the musical effect was PO Russell MacMillan with his bagpipes.

Called forth by the master of ceremonies, AB Walter Deakin, the competitors mounted, one by one, upon a platform erected in front of "A" gun, where the judges and a crowd of on-lookers indulged in judicial consideration of the results of their shipmates' efforts in the hirsute line.

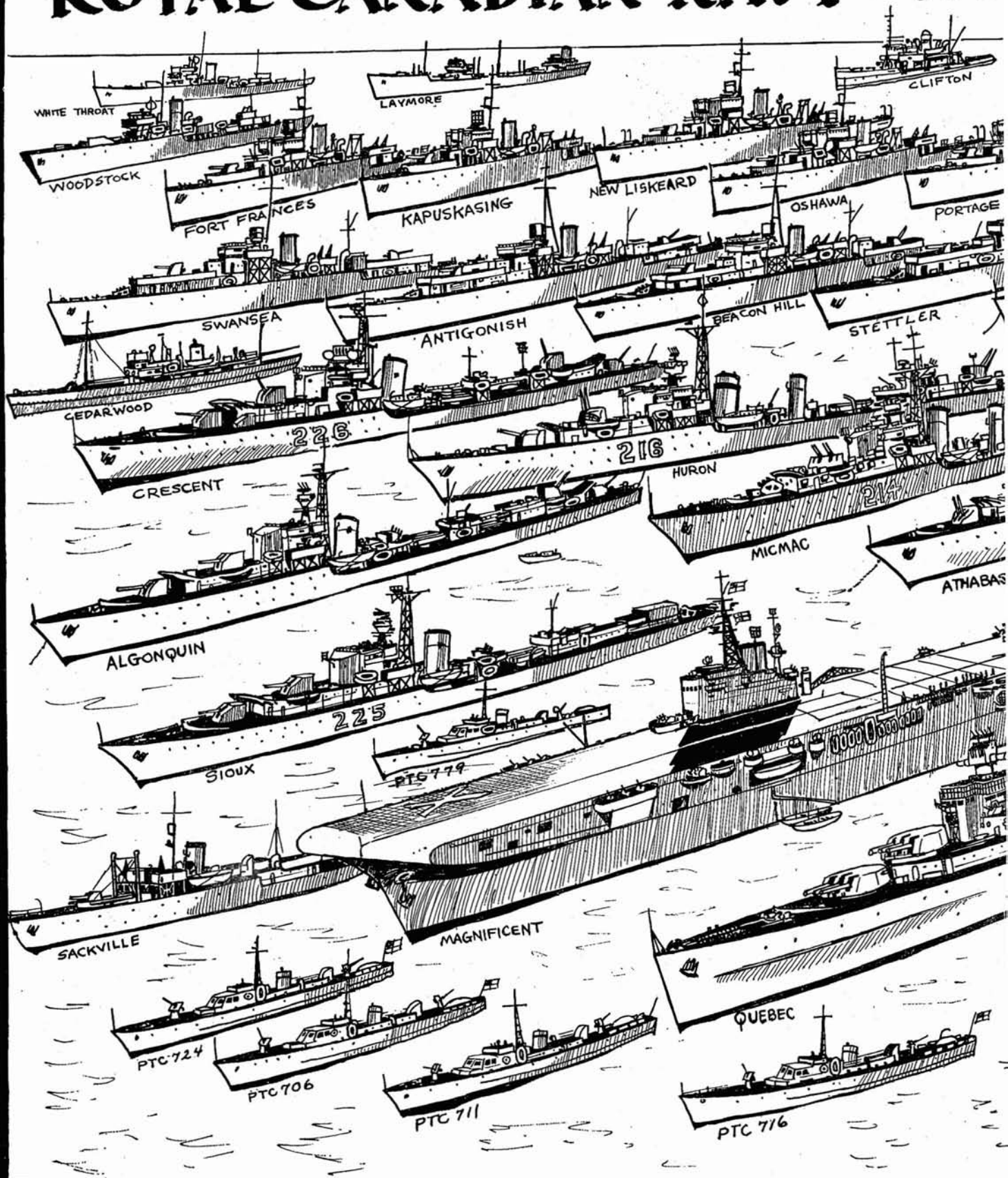
An elimination round reduced prospective winners to eight in number.

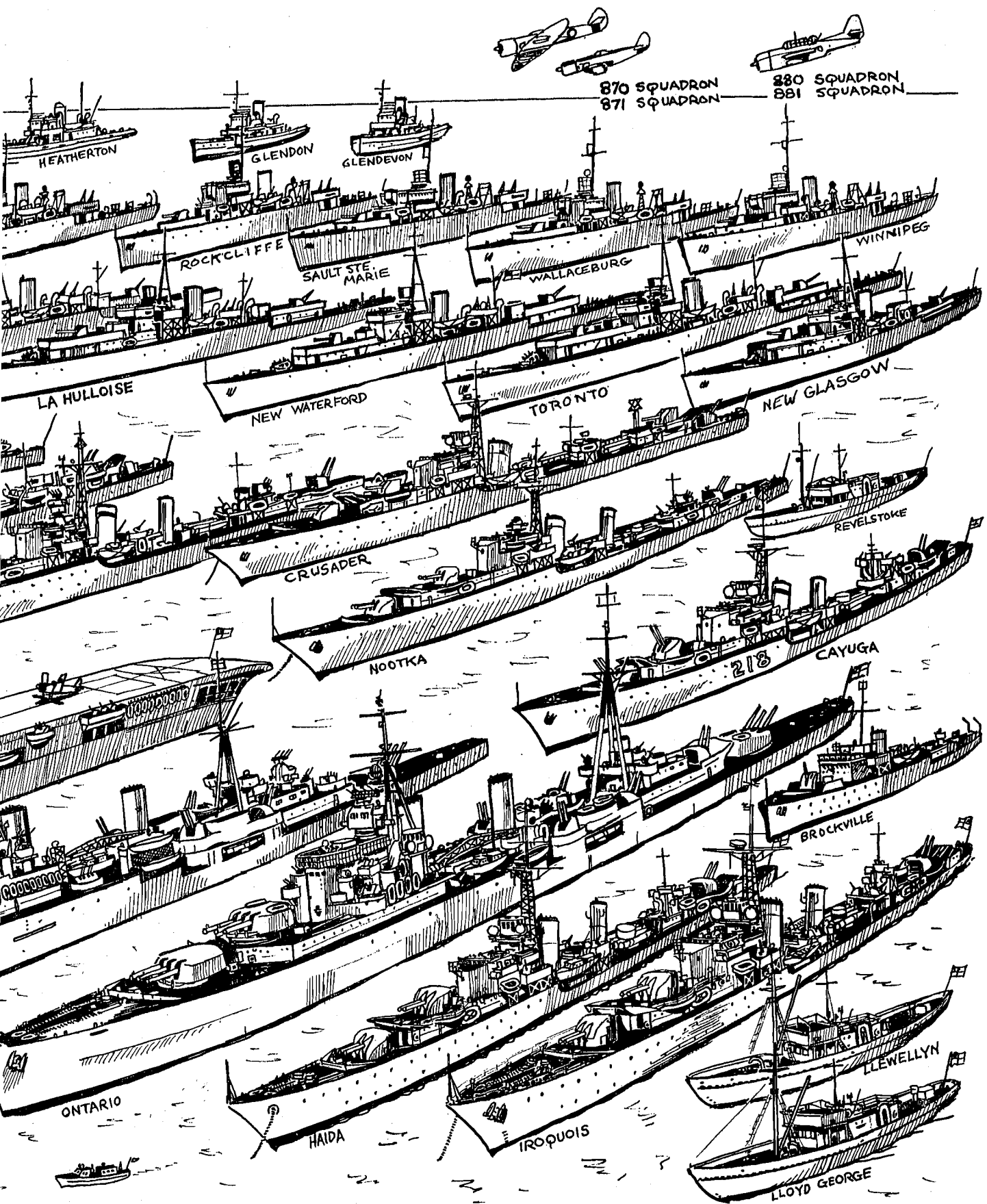
To keep the proceedings lively, several bogus entrants made their appearance during the judging. Hairless Joe and Lonesome Polecat, later revealed to be CPO Nelson and AB Charles Wyatt, were the first. Next came a self-styled U-drive rickshaw created by AB Reuben McGinnis and AB Roy Fraser. Topping off the appearance of the unscheduled arrivals was a villainous looking creature, who, when de-bearded and otherwise humanized, turned out to be the supply officer, Lieut. (S) William Davis.

At last the judges made up their minds. The winner was adjudged to be AB Desmond Davison, whose flaming red beard was too much to be ignored. Second was PO Robert Churcher, while winner of the booby prize was Ord. Sea. Allan Dobson.

To the winners went prizes which included bottles of shampoo for the upkeep of their successful beards. To Ord. Sea. Dobson went shaving soap and a package of razor blades.

ROYAL CANADIAN NAVY 195





870 SQUADRON
871 SQUADRON

880 SQUADRON
881 SQUADRON

J.M. THORNTON

The Royal Canadian Navy

A Brief Outline of Its Past, Its Present, and Its Future

On the preceding two pages is a pictorial concept of the Royal Canadian Navy, 1951. It was felt, however, that the picture would not be complete without a verbal summary of our Navy's history, achievements and purpose.

Exactly what was needed came to hand in the form of an address given by Commodore H. F. Pullen over the Australian Broadcasting Commission's national network program, "Guest of Honour," during HMCS Ontario's visit to the island continent last spring.

Though it was directed to an Australian audience, we think it possible that Commodore Pullen's address will freshen, if not broaden, the knowledge of many of his fellow-countrymen of Canadian naval affairs. — The Editors.

LADIES AND GENTLEMEN,
I would like to say "Thank You" to the Government of the Commonwealth of Australia for the invitation to visit our sister Dominion during her Jubilee Year, and also to express my own deep appreciation, and that

of my ship's company, for the extraordinarily kind welcome we have received . . .

Since we have been alongside, we have listened to some very interesting discussions about this ship of ours. The other day, an argument developed on the jetty as to what the "C" stood for in HMCS. We are His Majesty's Canadian Ship "Ontario" and I thought you might like to know a little bit about this Canadian Navy, how it started, what it has done, and what it is trying to do.

We like to think of our beginning as going back to the early history of Canada, when a force known as the Provincial Marine was formed on the Great Lakes and took part in the war against the United States in 1812. The first steps toward the establishment of our present service were taken in 1905, when the Canadian Government took over the dockyards of Esquimalt and Halifax when the Imperial Forces were withdrawn. In 1910, an Act of Parliament was passed

which provided for a Naval Service and a Naval College.

During the First World War, Canada's effort was chiefly on land, but a modest naval effort was made in which Canadian officers and men served in the Royal Navy and in our own Canadian ships. After the war, the Navy was reorganized and during the next few years suffered considerably from lack of funds. Finally, by 1922, we had almost ceased to exist.

However, in the years between the wars, there was a continuous struggle to maintain and expand the Service and it was a maximum effort achieved with limited resources. We started the Royal Canadian Naval Reserve, which was manned by those people who go to sea for a living. The Royal Canadian Naval Volunteer Reserve was also established in most of the principal cities across Canada. In 1939, when Their Majesties the King and Queen visited Canada, the Royal Canadian Navy consisted of six relatively modern destroyers and four minesweepers. When war broke out, the naval forces were, of course, mobilized. The total personnel available amounted to something less than 3,400 officers and men, of which the Royal Canadian Navy, that is, the permanent force, mustered 131 officers and 1,643 men. And with that force we went to war.

Now, in the Service, all His Majesty's Ships, except if they are in dockyard hands, are at four hours' notice. As we say, four hours' notice for anything, and it is with some pride I tell you that when two of our destroyers were ordered from Vancouver on the west coast of Canada to Halifax on the east coast at the end of August 1939, they left harbour just two hours and 48 minutes after receiving their instructions. They made their passage by way of the Panama Canal, a distance of about 6,300 miles, in just under 15 days, and we believe that to be something of a record.

While we started the war with little more than a "Corporal's Guard," by 1944 the Service had expanded to a force nearly 100,000 strong, including



A Sea Fury of 871 Squadron catches an arrester wire in landing on the flight deck of the Magnificent during flying exercises in which the aircraft of 30 Carrier Air group spent 1,016 hours in the air in the month of August — a new record in the RCN. (MAG-3256).

about 6,000 Wrens. And there were more than 400 fighting ships.

Our sphere of activity lay mainly in the North Atlantic and it can be said that we knew every seagull by its first name and every milestone on the long road from Newfoundland to Londonderry and back again. After being well and truly sunburned during our recent exercises off the east coast of Australia, it is hard to realize that in the North Atlantic we lived, or served, in a region inhabited by howling gales, fog and ice and, of course, during the war, by hostile submarines, surface ships and aircraft.

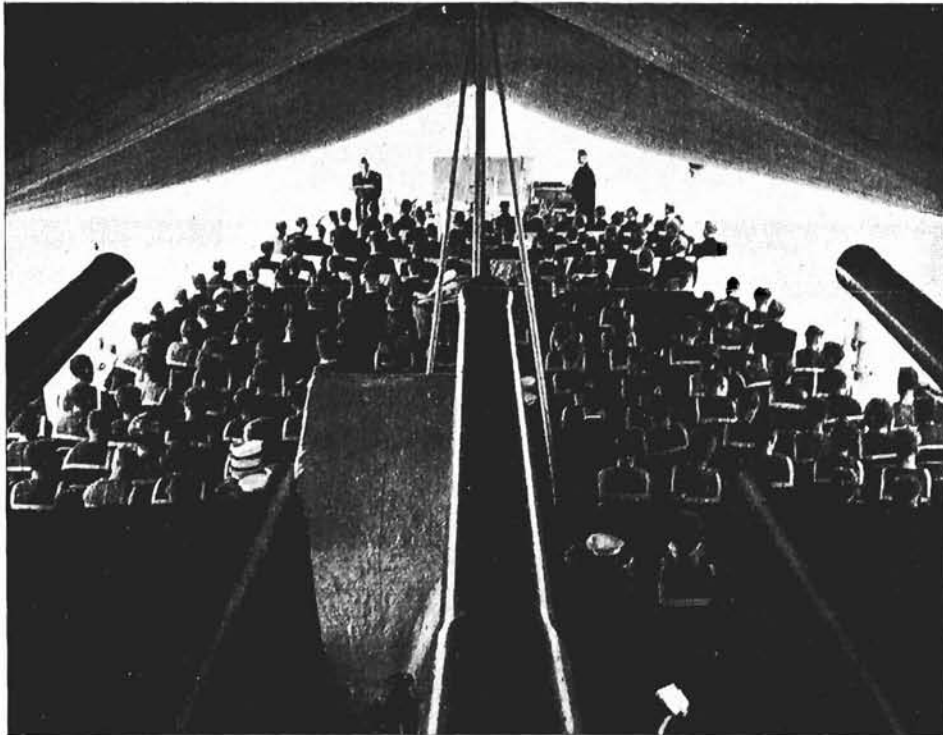
By the middle of 1944, the Canadian Navy was responsible for the close escort of all convoys sailing between North America and the United Kingdom and, in addition, we provided more than 100 ships for the invasion of Normandy.

Since the end of the war and the demobilization of the wartime force, the Canadian Service has been reconstituted on what we believe to be a sound peacetime basis. Recently, in the Canadian House of Commons, the Minister of National Defence announced that the Navy would recruit to a strength of about 20,000 officers and men, manning approximately 100 ships.

Now, as you have done in Australia, we have built in Canada our own destroyers, and we are now embarked on a ship building programme that includes the construction of some 14 Canadian-designed anti-submarine escort vessels. These anti-submarine escort vessels are intended to deal with the modern fast submarine. Amongst our ships in commission we have one light fleet carrier, a sister ship to HMAS Sydney.

Recruiting is satisfactory. All recruits are now being trained in HMCS Cornwallis, which is shore-based and which, during the war, was the largest establishment of its kind in the Empire.

We have come a long way to see you. We have come down a broad highway which is the sea. We have taken part in some very interesting exercises with units of the Royal Navy, the Royal Australian Navy and the Royal Pakistan Navy. Some people think there are differences between us. There are no differences. We wear the same uniform; we owe allegiance to the same King; our ships are similar. There may be some differences in accent, but we all have the same objective, and that is very well expressed in our common Naval



Divine Service is held on the quarterdeck of HMCS Ontario during one of her summer training cruises. Reading the lesson is Commodore H. F. Pullen, whose radio talk on the Royal Canadian Navy is reprinted here. (OC-860).

prayer, "That we may be a safeguard unto our Most Gracious Sovereign Lord King George and his Dominions, and a security for such as pass on the seas on their lawful occasion, and that the Navies of our Empire may in peace and quietness, serve Thee our God."

I wish that you could have been with us in Jervis Bay the other day. My chief and petty officers asked their opposite numbers from the other ships aboard to a "smoker" and they sat down, Australians, Englishmen, Scotsmen, Welshmen, Pakistanis and Canadians, all together, and they talked of many things. It was, in fact, a drawing together of the four corners of the Commonwealth. I would like to witness the same scene again and again, not only in Australia, but in all the countries of the Empire . . .

It is quite a long way from Canada to Australia and sometimes it may be difficult for people at one end of the Pacific to know and understand what those at the other end are doing. In case there is any doubt, I would like to make it very clear that Canada is a member of the British Commonwealth of Nations. Canada was in at the beginning and will be in forever. I like to think of the Commonwealth as a team. In Australia we might call it a cricket team, in Canada, an ice hockey team. I can assure you that we will be on the field, or on

the ice, when the first whistle blows and we will be there when the last whistle blows.

And finally, Ladies and Gentlemen, in our Service we believe that it is upon the Navies of the Commonwealth, under the good providence of God, that the wealth, safety and strength of the Commonwealth depend.

CPO's Wife Lays Keel of New Minesweeper

The keel of a 140-foot minesweeper was laid August 16 at Yarrows Limited, Victoria, by Mrs. Thelma Ingham, wife of Chief Petty Officer John G. Ingham, of Victoria. Now serving on board HMCS Ontario, CPO Ingham was attached to HMCS Naden at the time.

Mrs. Ingham was chosen to perform the ceremony because of her husband's excellent record in the RCN. CPO Ingham, an engine room artificer, has served in a number of HMC ships and wears the oak leaf denoting a mention in despatches, awarded him "for faithful and zealous service" during the more than three years he spent at sea during the war.

On the platform with Mrs. Ingham were H. A. Wallace, vice-president of Yarrows, and Mrs. Wallace; Rear-Admiral W. B. Creery, Flag Officer Pacific Coast; E. W. Izard, general manager of Yarrows, and Mrs. Izard; Captain (E) B. R. Spencer, Captain (E) C. I. Hinchcliffe, Commander R. P. Welland, CPO Ingham and five-year-old John Ingham.

Afloat and Ashore

PACIFIC COAST

More than 1,500 children of naval personnel in the Esquimalt area had the time of their young lives on August 24 when the Pacific Command held its annual Children's Picnic and Fun Fair.

Staged along the lines of a circus, the affair featured games, races, pony rides, a miniature railroad, a magician and the usual assortment of ice cream, soft drinks, hot dogs and other treats.

Chairman of the picnic committee was Instr. Lieut.-Cdr. G. L. (Joe) Connor.

Supply School

There has been a steady increase in the number of men undergoing new entry training in various phases of the Supply branch. At the end of August approximately 200 men were borne in the Supply School, exclusive of RCN (R) and UNTD classes. Courses range from eight weeks in the case of stewards to 20 weeks in the case of writers.

At the present time, there are approximately 14 different classes under instruction. It is considered that the number of classes will increase with the expanding Navy, with emphasis upon refresher courses and advanced technical courses for senior writers, storemen, cooks and stewards in the fall.

Aldergrove Radio Station

A new branch has made its appearance at Naval Radio Station Aldergrove and has begun to make its presence felt, PO William Ramsdale, of the Regulating Branch, having brought with him a little of HMCS Cornwallis when he arrived to take charge of the regulating duties at Aldergrove.

Other recent arrivals include CPOs John Dykes and Charles Moser, and ABs Gerald Gallaher, Peter Oslie, James Yakabuski and Edward Bellefontaine.

Departures from the station were CPO John Lang, PO William Kitchen and Ldg. Sea. James Kirk, all to Stadacona.

While the officer-in-charge, Lieut. William H. Waters, took his annual leave, Commissioned Communications Officer G. R. Milne assumed duties of O-I-C. Lieut. Waters failed to produce pictures to prove his tale of a catch of 15 while fishing on leave.

Ordnance School

The first armourers' qualifying class has successfully completed training and the graduates are enjoying some well earned leave prior to going to various ships to carry out their new jobs.

CPO Arnold Parkinson is back in the fold of the Ordnance School after an extended trip in HMCS Sault Ste. Marie to San Francisco. Due to

condenser trouble, the "Soo" was forced to stay in Frisco longer than anticipated. Lieut. Richard Donnithe and CPOs Chester Padgett and Richard Polly are taking a course in Washington, D.C. Ordnance Lieut. Cdr. E. L. Borradaile has returned to the school from Ottawa and Halifax. While in Halifax he took and passed a special diving course.

Members of the ordnance staff were hosts to ordnance personnel in HMCS Nootka when the destroyer called at Esquimalt en route to Halifax from the Far East. The occasion provided an excellent opportunity to talk over old times.

The school's newly formed water polo team is all set to prove its worth in the current race for the Cock-of-the-Barracks Trophy.

HMCS Ontario

Hospitality was the keynote of the Ontario's August visit to Monterey, California.

The USO arranged two tours which covered the 17-mile drive along the seashore past the famous Pebble Beach and Cypress Grove Golf Clubs. Carmel-by-the-Sea, an artists' and writers' colony, provided an interesting touch.

Two dances, at which hostesses were provided, were held for the ship's company, and three stage shows were given in the ship's honour.

At Fort Ord, one of the US Army's largest induction centres on the West Coast, the Ann Blythe show entertained more than 3,000 wildly cheering soldiers and sailors. After the show, several of the boys were able to get backstage and were introduced to the beautiful Miss Blythe. For them it was the big moment of the cruise.

On another occasion, the Alan Mowbray show played to a full house which included many of the ship's company.

In addition, the Army Show, a troupe from Fort Ord, came aboard and entertained the ship's company with a well-paced and talented stage show.

Individual hospitality was warmly extended by private citizens, as well, and many new friends were made on both sides. — *D.D. McC.*



The "Kiddies Special" was a popular feature of the annual Pacific Command children's picnic. Each trip found the miniature express loaded to capacity. (E-16237).



AB Norman Fraser, of Edmonton, left, and Ord. Sea. Edwin Parsons, of Vancouver, vie with an American soldier for Ann Blythe's approval of their headgear on meeting the star of the show which entertained the Ontario's crew during a visit to Monterey, California. (OC-869).

HMCS Crusader

Since the close of the summer training schedule, the ship has been busily preparing for her role in connection with the Royal Visit. The Crusader will convey Their Royal Highnesses to and from Vancouver Island, and is making sure that her selection for that honored role was no mistake.

On her final training cruise, the Crusader, instead of travelling with the other ships of the training force, sailed for Pearl Harbor in company with the Athabaskan. The object was to assist the Korea-bound Tribal in her work-ups and was achieved by means of an extensive program of inter-ship training.

There were, for example, 17 com-

petitive boat races, mostly between Crusader cadets and Athabaskan new entries. The final tally was 14 for the Crusader and three for the "Athabee," with one of the former's victories being contributed by the ship's officers, who defeated the Athabaskan's in a challenge race. True to tradition, the Christians overcame the savages.

In addition, such evolutions as towing, sea transfers, night encounters and plotting exercises were carried out and provided useful training both for the crew of the Athabaskan and the cadets in the Crusader. While in Pearl Harbor, the USN placed aircraft and submarines at the disposal of the two ships and these assisted considerably in rounding out the exercise schedule.

Matsqui Radio Station

"On a tangent between Mission and Abbotsford, in the lush Fraser Valley, lies Matsqui Naval Radio Station. It nestles beneath the frowning brow of Sumas Mountain and . . ."

That is how a travelogue probably would introduce one of the Navy's smaller and lesser-known shore establishments. Matsqui is not recommended, however, as a place in which to seek rest and relaxation.

The station at the moment is as busy as a beehive. It is in the process of conversion and, to make room for more powerful transmitters, those at present installed are being moved around like pawns on a chessboard.

Matsqui is the Navy's principal West Coast radio transmitting station, beaming out over the Pacific the messages dispatched by the operators at Radio Station Aldergrove.

The centre of activity at Matsqui is a long, compact two-storey brick and concrete building. On its main floor are the office, canteen, galley, emer-



While HMCS Sioux was in Hong Kong for mechanical repairs, special arrangements were made for mail for the ship to be flown by Canadian Pacific Airlines from Canada and from Japan. Here the first shipment is turned over to Sub-Lieut. J. C. T. Belcher, AB D. R. Gillespie and PO R. E. Cooke at Hong Kong. On the left are Mr. G. D. Scramstad, CPAL representative in Hong Kong, and Captain R. N. Goldie, captain of the Empress of Hong Kong. (CP Airlines Photo).

gency quarters, stowage and diesel rooms, stores and workshop. The whole of the second floor is occupied by the transmitting room, which, with its maze of wiring, flashing lights and weird sounds, looks for all the world like Frankenstein's laboratory.

Behind the main building is the antenna tuning house, closely flanked by two 300-foot towers. A 200-foot microwave tower and a cluster of small huts containing stores and fire fighting equipment complete the layout.

The staff of 15, all members of the electrical branch, are quartered in the nearby communities. Officer-in-charge of the stations is Lieut. (L) R. M. Riddell. The electronics section is represented by Chief Petty Officers H. W. Swonnell, G. J. Scougal, E. D. Court, G. C. Jones and E. Brooke, Petty Officers J. C. Wilks, A. B. Weber and J. Tkachuk, and Ldg. Sea. C. F. Marklinger.

On the electrical side are CPO R. D. Ferguson, Ldg. Sea. S. R. Tarves, and Able Seamen R. A. Chrzanekci, J. H. Banks, and J. R. Hinde. Ord. Sea. D. Ramsey is expected to relieve Ldg. Sea. Tarves while the latter is on course in Halifax. — S.R.T.

SAILORS 'GO WEST' WITH SERVICE OKAY

Four men from HMCS Crusader "went west" in Hawaii this summer — and with the full blessing of the Service.

The truth of the matter was that the four went a good deal further west than the Hawaiian Islands. At their own request, they transferred at Pearl Harbor to the Korea-bound HMCS Athabaskan and sailed in the latter for the war zone. They had applied for Korean service and, when compassionate drafts created vacancies in the "Athabee", they wasted no time in shifting their bags and hammocks into her messdecks.

What really made their action noteworthy was the fact that they left one of the two ships that would be embarking Princess Elizabeth and the Duke of Edinburgh during the Royal Visit to Canada — and did so in the full knowledge of what they would be missing. Having been chosen to convey Their Royal Highnesses to and from Vancouver Island, the Crusader even then was beginning to make preliminary preparations for this enviable assignment.

The four men were Able Seamen Ronald Lanham, of Toronto, William Godfrey, of Port Arthur, and Rodney Ritchie, of Winnipeg, and Ord. Sea. John Sigalet, of Kimberley, B.C.

ATLANTIC COAST

HMCS Nootka

The first East Coast ship to serve in Korean waters, the Nootka is now back in her home port of Halifax and her crew is enjoying a well-earned leave while the ship is being refitted.

During her six months in the Far East, the Nootka carried out a variety of duties. On her initial patrol, she joined with the Cayuga in a bombardment of enemy shore batteries in Inchon harbour, destroyed a floating mine and rescued a pilot who had crash-landed in the sea.

In the months that followed the ship operated chiefly in the Yellow Sea. After a period of carrier screening duty, she engaged in inshore patrols, on one of which she captured seven junks attempting to run the blockade.

Later the Nootka was transferred to the east coast of Korea, where her principal occupation was the bombardment of railways, bridges, gun emplacements and troops concentrations. Other tasks performed by the destroyer included the conveying of troopships, escort of cruisers, liaison work with guerilla forces and air-sea rescue.

The Nootka was at sea for 160 of the 212 days spent in the Korean theatre — an average of better than 75 per cent. She completed 23 fuelling operations and 57 transfers of per-

sonnel at sea and steamed a total of 41,500 miles. Her mileage from the time she left Halifax until she returned was better than 60,000.—*J.S.K.*

Coverdale Radio Station

The station is preparing for the first group of Wrens to enter the service since the war. Plans call for them to take their basic training at Cornwallis, from where they will come to Coverdale for Communicator (Shore) training.

Seven leading seamen returned from NRS Gloucester last month after successfully completing a qualifying course for petty officer second class. They were POs Bill Amos, Bryce Eckstein, Ernie Hayward, Ray Kergoat, Roy Marsaw, Mike Ruymar and Lloyd Wyman. — *C.H.W.*

HMCS Revelstoke

During the last two weeks of August, the Revelstoke carried out a training cruise to Labrador and northern Newfoundland, with most of the ship's company made up of members of the St. John's naval division, HMCS Cabot.

At Domino Run, Labrador, the ship once again had an opportunity to assume a rescue role, saving a disabled fishing vessel from destruction on the rocks. The boat, carrying a crew of two, was towed to Domino Harbour.

Albro Lake Radio Station

During the annual leave period, station personnel took turns in enjoying a spell of freedom from crackling headphones and clattering teletype machines. This left the station temporarily short-handed but those on the job pitched in with enthusiasm and handled the extra work without a hitch.

The station's softball team continued to set the pace in the Halifax North End Softball League and had high hopes of taking the league title.

Among those leaving Albro Lake recently were CPO Robert McCaul, POs Fred Kennett, William Thompson and Gordon Roach, and Leading Seamen Clem Wilson and Rene Deschesnes.

New arrivals included POs Leonard Murray, Gordon Carr, Robert Howell and Douglas Palmerston, Leading Seamen Peter Craft and Franklin Emmett, and AB Stewart Hall.

Navigation Direction School

From May to August the ND School provided instruction for 448 officers and men.

Included in this total were 59 RCN(R) officers and Department of Transport personnel, 61 radar rates and 328 cadets of the University Naval Training Divisions.

Courses included those in radar, plotting, celestial navigation, pilotage, radio aids to navigation and meteorology.

Communications School

Two old-timers at the Communications School have left the fold. PO Len Murray has been drafted across the harbour to Albro Lake Naval Radio Station and CPO George McCue is in the Mediterranean in HMCS Micmac.

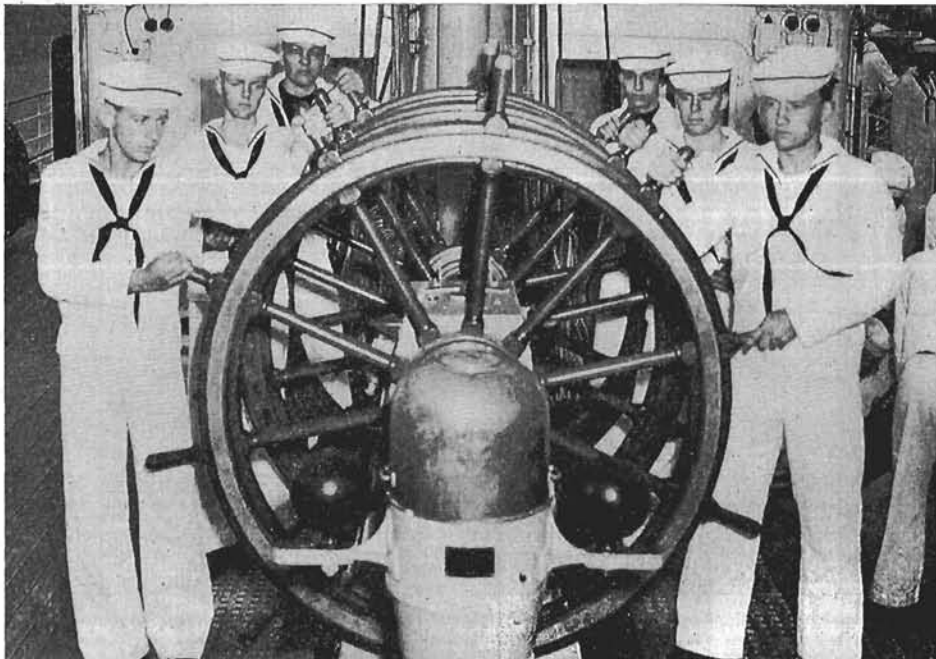
When CPO Frank Fenn became ill, Chief McCue made a "pierhead jump" to the Micmac the day before she sailed.

Electrical School

August was a busy month in the "L" School, with five classes graduating and four others getting under way.

On course, but not in the school, are CPOs William G. Smyth and Fred W. Bignell, who are at the Great Lakes Naval Training Station, near Chicago.

CPO Kelly J. Nemerith, PO J. Dube and PO Jack H. Strachan have returned from a course at Yorktown, Virginia. — *H.L.*



It's a six-man job to con the US Coast Guard training ship Eagle which visited Halifax in August during a midshipmen training cruise. The Eagle, a former German cadet training vessel, is a square-rigged three-master now based at New London, Conn. Shown above are the six helmsmen who were on duty when the Eagle docked in Halifax.

HMCS Llewellyn

The Llewellyn, HMCS Brunswicker's training tender, climaxed a busy summer with a 10-day cruise to Boston and a timely sea rescue in the Bay of Fundy. The vessel sailed for Boston early on the morning of August 6 and half an hour later came upon the 20-foot sailing vessel Dutchy, drifting helplessly off Mahogany Island.

Aboard the sailing craft were two crewmen, tired and hungry after two days without food. The Dutchy had been at the mercy of Bay of Fundy currents, without wind for her sails or gasoline for her engine. The two men were taken aboard the Llewellyn and given a hearty meal, while the minesweeper took their boat in tow to Saint John.

The Llewellyn set out again for Boston, arriving August 10 for a four-day visit. Aboard were many reserve personnel from Brunswicker and Sea Cadet PO Ronald Stevens, of Rodney Corps, RCSC.

On her return, the Llewellyn's executive officer, Lieut. L. C. Janke, left the vessel to take up a new appointment at Cornwallis.

Earlier in the summer the Llewellyn made a two-week cruise to Nova Scotia and Prince Edward Island waters, calling at Halifax, Sydney and Charlottetown. During the cruise an intensive training program was carried out.

Over the Labor Day holiday, the Llewellyn visited Lockeport, N.S., and participated in celebrations there. A twin-brother dory team from the 'sweeper, Leading Seamen L. F. and C. S. R. Henderson, captured the dory event in competition with Lockeport fishermen. — R.S.M.

HMCS Cornwallis

Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, carried out his annual inspection of Cornwallis August 21 and 22. On the first evening of the two-day official visit Admiral Grant witnessed the ceremonial sunset performed by the Cornwallis guard and band. The following morning he inspected divisions and took the salute from the dais during the march past.

HMCS Wallaceburg

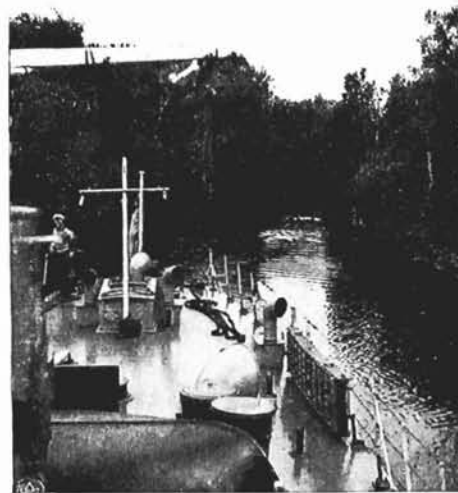
The daughter of Lieut. (E) and Mrs. J. A. Ratcliffe was christened Nancy Lee by Chaplain (P) Gower Stone in the wardroom of the Wallaceburg recently. Lieut. Ratcliffe is on the staff of the Inspector General



The Chief of the Naval Staff, Vice-Admiral H. T. W. Grant, took the salute as the five PTCs of the Great Lakes Training Flotilla sailed from Ottawa after attending the annual Great Lakes Naval Regatta in the capital city over the Labor Day weekend. In the upper photo, Admiral Grant returns the salute from PTC 716, of HMCS York, from the shore of the Rideau Canal, in the heart of Ottawa. With him are Captain A. G. Boulton, Director of Naval Reserves, and the Admiral's secretary, Commander (S) F. D. Elcock. (O-2023-15).

Other Fairmiles in the flotilla were PTCs 779 (London), 706 (Hamilton), 711 (Port Arthur) and 762 (Windsor). The group sailed to Ottawa by way of the Rideau canal system, then down the Ottawa river to the St. Lawrence, after which the vessels dispersed and returned to their respective division. (See also page 32).

In the photo on the right, one of the Fairmiles noses through a narrow, tree-fringed channel, near Jones Falls, on the way from Kingston to Ottawa. (O-2022-2).



and is serving in HMCS York. True to tradition, the ship's bell was pressed into use as the christening font.

Lieut. (S) Colin White, supply officer of the Wallaceburg, leaves shortly for Cornwallis. Replacing him is Lieut. (S) J. C. Wright.

NAVAL DIVISIONS

HMCS Prevost

Fall training at Prevost has started with renewed vigour. Chief and petty officers have begun an eight-week refresher disciplinary course, a new gunnery class has opened and a year round rifle and pistol team is being organized.

The rifle and pistol team has arranged for regular shoots against the Canadian Fusiliers (City of London Regiment) during the winter to sharpen up their marksmanship.

PTC 779 is back at her berth at

Port Stanley after spending more than three months with the Great Lakes Training Flotilla, under Commander F. R. K. Naftel.

All hands at Prevost are preparing to welcome the first "Wrens" reserves. Lieut. Elizabeth MacKenzie will be in charge of the WRCN(R) Division. — N.C.

HMCS Donnacona

(Montreal)

Following her "refit," Donnacona is now equipped and organized to carry out a more complete training program than ever before. Lieut.-Cdr. M. E. Smith has rejoined the division as training commander and has wasted no time in getting the fall schedule under way.

The band was engaged in giving concerts in the local parks throughout the summer months and in doing so created many friends for the division and for the Service.

The medical department also put in an active summer dealing with the many applicants for naval training and voluntary service, new entries for the permanent and reserve forces and applicants for the WRCN(R). — *R.F.D.S.*

HMCS York (Toronto)

A farewell presentation was made to Captain F. R. Base, who recently retired as commanding officer of York, at a ceremony held on the drill deck of the division. The ship's company presented Captain Base with a water jug and ice container set and accorded him three rousing cheers.

Captain Base was also honored at a party in the wardroom, at which he was presented with a pewter mug. As a final mark of respect, Captain Base was rowed away from the division in a whaler manned by the officers of York.

During the latter part of August the Toronto division was host to members of the Imperial Defence College during their tour of military

establishments in Canada. A cocktail party and buffet supper was given in their honor at York and was also attended by many leading Toronto industrialists.

A party of 30 foreign naval attaches also visited York in August, as well as viewing army installations at Camp Borden and the armed forces display at the Canadian National Exhibition. — *H.G.E.*

HMCS Brunswick (Saint John)

Vice-Admiral Sir Richard Symonds-Taylor, Commander-in-Chief, America and West Indies Station, and officers and men of HMS Superb paid a four-day visit to Saint John in August and were welcomed not only by personnel of HMCS Brunswick but by citizens at large.

Official calls, luncheons and other functions were followed on the second night of the visit by a grand ball at the Armory at which Brunswick was host to officers and men of the Superb.

A civic luncheon in honor of the officers of the Superb was held on the

third day of the cruiser's visit, and later Sir Richard; Captain E. W. J. Bankes, the commanding officer, and the wardroom officers were hosts at a reception aboard the Superb.

During her stay in port, the Superb's Royal Marine band gave a public concert and on two occasions a Royal Marine guard and the band "Beat the Retreat." The ship was opened for inspection on the last full day of her visit and an estimated 3,500 persons went aboard during the three-hour "open house." — *R.S.M.*

HMCS Chippawa (Winnipeg)

One of the most successful summer training seasons in years concluded for HMCS Chippawa early in September. Under the direction of the boats officer, Sub-Lieut. W. H. Wilson, both old hands and new entries had ample opportunity over the weekends to practice whaler and dinghy sailing and boat pulling.

The program had its base in the government harbour at Winnipeg Beach and proved highly beneficial.

The fall training season got under way on September 10 with the first parade of re-entry personnel. An indication of the stepped up tempo of training is evident in the fact that on practically every week night during the winter the parade deck will be occupied.

One of the interesting events of August was the highly useful conference in Chippawa of engineer officers from the western divisions. This meeting was attended by senior officers from headquarters and afforded a valuable forum for all problems concerned with engineroom training in the RCN (R). — *L.B.McI.*

HMCS Scotian (Halifax)

Training at the Halifax division was curtailed during the summer, due to the absence of a large number of officers and men on naval training or summer vacations. Classes were continued, however, with officers receiving lectures in various phases of naval activities and men of all branches getting instruction and practice in boatwork and in sailing.

Lieut.-Cdr. W. E. Harrison, a veteran of North Atlantic convoy escort work, has taken over as executive officer of Scotian. He succeeds Commander W. Graham Allen, who was appointed commanding offi-



"Monk", mascot of PTC 716, poses with his master, CPO W. J. Franklin, on board HMCS York's Fairmile during the Great Lakes Training Flotilla's stay in Ottawa. "Monk" entertained the many children who came to view the Fairmiles and made a distinct hit. (Photo by Newton, Ottawa).

Naval Divers Perform on Prairies

The Navy came in mighty handy this summer in, of all places, what was once the "dust bowl" of Saskatchewan.

An underwater job was required on an irrigation dam at Govenlock, Sask., 300 miles southwest of Regina. The provincial department of agriculture could not find any divers in the midst of the prairies. So they appealed to the Navy through HMCS Queen, the Regina naval division.

Lieut. C. S. Smedley and PO J. B. Rickard, of the diving school at Esquimalt, were sent to Govenlock in answer to the request. They were joined by PO Bruce Graham and ABs Arthur Duggan, Hector Hudon and Robert Dowling, from Queen, whose job it was to man the pumps. Working in three fathoms of water, the divers removed an underwater fitting on the dam and replaced it after it had been repaired.

While they were working there, they got a further request for their services, this time from the highways department. An underwater abutment on a bridge over the South Saskatchewan river at Outlook, 77 miles southwest of Saskatoon, required inspection.

When they finished the job for the agriculture department, the two divers packed their gear and headed for Outlook. There they worked in about seven fathoms of water in a fairly stiff current. This time HMCS Unicorn, the Saskatoon naval division, supplied the hands to man the pumps.

cer on the retirement of Captain W. E. S. Briggs.

Early in August, officers and their ladies gathered at an informal reception in the wardroom to honour Captain Briggs. During the evening he was presented with a desk set while Mrs. Briggs received a large MacAskill portrait of a sailing ship. —A.C.R.

HMCS Queen (Regina)

A fully-manned 27-foot naval whaler made its appearance in a parade held in conjunction with the Saskatchewan Provincial Exhibition at Regina. The whaler was constructed by CPO A. V. Horth and Commissioned Engineer F. G. Budd. Motive power was supplied by a small tractor driven by Mr. Budd and the boat was manned by men from Queen.

A fully rigged whaler, models of Canadian warships and two motion picture films of navy life were shown by Queen at the exhibition. The display was staffed by RCN and RCN(R) officers and men from the division. Attendance at the exhibit was good. — C.E.B.

SHANNON'S BELL FOR SHANNON SCHOOL

A relic of one of the shortest and sharpest naval battles in history returned to its one-time home port of Halifax in mid-August when the shot-scarred bell of the frigate Shannon was presented to the Royal Canadian Navy by the Royal Navy.

The presentation ceremony, which took place on the quarterdeck of the visiting cruiser HMS Superb, was, like the battle it commemorated, short and to the point. It took just four minutes for Vice-Admiral Sir Richard Symonds-Tayler, Commander in Chief, America and West Indies Station, to turn the historic bell over to Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast. This was just seven minutes less than the time the Shannon required to defeat the American frigate Chesapeake off Boston Harbor in 1813. (See Crow's-nest, April 1951).

The bell will find an honored spot in Shannon School, the name given to the school under construction at the Tufts Cove naval housing development overlooking Halifax Harbor. In accepting the bell, Rear-Admiral Mainguy said he hoped it would become to the students of the school a special symbol of the traditions of a fighting Navy.

The idea of getting the bell for Shannon School came from Petty Officer Henry Blair, an engine room artificer serving in HMCS Crescent. Blair, whose hobby is studying naval history, saw the figurehead of the famed Shannon in HMS Malabar, the Royal Naval dockyard in Bermuda, during a cruise the Crescent made there with the Magnificent in March.

"The Dockyard was being closed and I thought it would be a good idea to try to get the figurehead for the school. I forwarded the suggestion through my commanding officer to Ottawa, and they took it from there."

Naval Headquarters asked the Admiralty and Admiralty agreed, but thought the bell, which was also one of Malabar's famous relics, was more fitting. Plans were made to ship the bell to Canada and when the Superb sailed for a visit to Halifax, the bell was on board the cruiser.

PO Blair, who has an application inked out for an apartment in the Tufts Cove development, hopes that his four-year-old son will some day be one of the students attending the school in which hangs the famous bell he had a hand in procuring.



Vice-Admiral R. V. Symonds-Tayler, Commander-in-Chief, America and West Indies, presents the bell of HMS Shannon to Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, in a ceremony on the quarterdeck of HMS Superb during the cruiser's visit to Halifax. At the left is Marine L. F. Scott, of London, England, whose grandfather served in the Shannon. The bell will be hung in Shannon School, now under construction at the new naval housing development at Tufts Cove. (HS-15343).



The Navy Plays



Crusader Captures Cock-of-the-Walk

The Pacific Coast Training Force's Cock-of-the-Walk changed hands this summer when the latest addition to the flotilla, HMCS Crusader, captured the honors and held them against all challenges.

On the force's first training cruise, the Crusader scored the highest number of points in evolutions, softball and regattas to wrest the Cock-of-the-Walk from the Beacon Hill, after some fierce competition. The outcome was decided only after the Crusader's war canoe had won the last race of the last regatta on the last day of competition.

The second cruise was practically a repetition of the first, with the Crusader and Beacon Hill battling down to the wire. The former retained her title by virtue of placing first and second in the last race.

Annapolis Division Tops Cornwallis Meet

Annapolis "Y" was winner August 10 of the first inter-divisional track and field meet to be held at HMCS Cornwallis, racking up 19 points to outscore the 15 other divisions

taking part. Runner-up was Restigouche division with 10 points.

Ord. Sea. S. R. Moore was the high man for the day, personally accounting for 15 points for the winning division.

Sioux Division won the tug-of-war, defeating Algonquin in two straight pulls in the final.

Prizes were presented to the winners by the executive officer, Commander P. D. Budge.

Besides its track and field laurels, Annapolis "Y" was also victorious in a knockout baseball tournament.

Electrical School Beats Battleship in Softball

The softball team from the Electrical School, in Stadacona, defeated a team from the USS Wisconsin by an 8-1 score during the battleship's visit to Halifax.

In the inter-staff challenge series, the "L" School staff officers have dropped two straight to the staff chiefs and petty officers.

The school's "B" team wound up in second place in the inter-part softball league with five wins and two losses. The "A" Team finished last in its section.

Inter-Service Trophy Goes to Army Golfers

The Army is first possessor of a golf trophy presented this year by Walter McElroy, of Vancouver, Canadian amateur champion, for inter-service competition on the West Coast.

The competition was a three-match affair, with each service sponsoring one match. The first was played in Vancouver, with the RCAF as host; the Navy sponsored the second, played over the Gorge Vale course at Victoria, and the Army organized the third, played over the Silverdale course at Chilliwack.

The Air Force had a lead of three points over the Navy and six over the Army at the end of the second match but the soldiers came through in the stretch to win by a comfortable margin. Navy was second and Air Force third.

Canadian Cadets Win Conway Pulling Race

During the second UNTD cruise to the United Kingdom, Canadian cadets won the famous Conway challenge gig pulling race. While HMCS Crescent was visiting the merchant officers' training school, near Carriarvon Castle, in Wales, the Canadian cadets accepted a challenge to pull against the Conway cadets. The one mile and one cable course was laid out in Menai Strait on which the old school is situated. Conway's crew got away to a flying start and maintained a sizeable lead over half the course. The Canadian crew, however, gradually narrowed the distance between the gigs and finally pulled into the lead to win by a boat's length.

Not only did their win give the UNTDs the championship but they also set a new record for the distance, even though unfamiliar with the six-oared gigs used in the race.

Lieut.-Cdr. G. H. Hayes, commanding officer of the Crescent, is a graduate of Conway, while Lieut. B. C. Thillaye, who coxswained the cadets' gig, served in HMS Wimbrel (1943-44) under the command of Captain E. D. Hewitt, now commanding Conway.



Sioux Division digs in during the championship tug-of-war pull with Algonquin Division in the inter-divisional track and field meet held at Cornwallis. Sioux Division won ten straight pulls in the course of the afternoon. (DB-1090-2).

Members of the winning Canadian crew were Cadets Harry Palmer, Vancouver (UBC); John Deacon, Vancouver (Queens); Bob Corbett, Toronto (UNB); Cadet Capt. Gordon Mills, Toronto (Queen); Cadets Tony Dunn, Ottawa (Ottawa U), and Jean Guyon, Montreal (McGill).

Cornwallis Eliminated in Valley Ball Playoff

HMCS Cornwallis' baseball team was eliminated from the Western Valley baseball league playoffs, losing to a strong Middleton club in two straight games in the semi-finals. Despite this setback, the season was a highly successful one and Commissioned Bos'n R. J. A. MacIntyre was accorded a vote of thanks for his efficient management and coaching.

The Cornwallis softball team, coached by CPO John G. (Stormy) Ross, scored a 24-3 win over a visiting USN ship on Navy Day at Halifax. At the time of writing, the team was also doing well in the Tri-Service League.

The Cornwallis soccer team contributed five players to the Atlantic Command team which tied HMS Superb 4-4 on Navy Day in Halifax. The Cornwallis team also defeated the Superb's second squad 6-2 at Cornwallis August 11.

Wallaceburg's Whaler Cops Regatta Race

The whaler crew from HMCS Wallaceburg, coxswained by Lieut.-Cdr. J. H. Maxner, won the Georgic trophy for placing first in the service whaler class at the annual Shearwater Yacht Club races. Members of the crew were Lieutenants J. L. MacLean and R. A. F. Montgomery and Able Seamen Robert M. LeClerc and Frederick J. Power.

The Wallaceburg beat the New Liskeard in three straight games of baseball but lost to a team from the USS Greene during the visit of USN ships to Halifax during Navy week. The Wallaceburg later defeated the team from the US Submarine Cobia.

Rear-Admiral De Wolf HQ Golf Champion

Rear-Admiral H. G. DeWolf won the class "A" handicap match play championship of the Naval Headquarters Golf Association, defeating Captain D. W. Piers in the final match.

In the class "B" event, Captain (E) John McGillivray defeated Mr. Hudson on the 18th green to win the final.

Cdr. Doyle Leads Field in New Golf Tourney

The first annual competition for the Corby and Wiser Trophy over 54 holes of handicap play was played by the RCN Golf Association (West Coast) on July 27, 28 and 29 over the Royal Colwood, Uplands and Gorge Vale courses.

There was a total of 29 entries and results were decided on the basis of three-quarters of the official RCNGA handicaps. The winner was Commander (S) Martin Doyle, who had a net

Low Net, 2nd 18 holes — Lieut. (E) Ian Martin.
Low Net, 3rd 18 holes — Captain (E) C. I. Hinchcliffe.

Special Branch Scores in Headquarters Golf

The Special Branch was victorious in an inter-branch competition held by the Naval Headquarters Golf Association at its final field day at the Chaudiere Golf Club.

The members of the winning team, Captain J. B. Roper, Captain P. R. Hurcomb, Commander C. H. Little



Commander (S) Martin Doyle, winner of the RCN Golf Association's three-day handicap tournament on the West Coast, receives the Corby's and Wiser's Trophy from Mr. W. J. Montgomery. (E-15936).

of 228 for the 54 holes of play. He was closely followed by the team captain, Commissioned Constructor "Ced" Holland. Going into the final round there were eight players who were possibles, but it was Commander Doyle who picked up the strokes necessary to put him on top.

At the conclusion of the tournament a small get-together was held in the lower East Lounge of the Wardroom of Naden and the prizes were presented by Mr. W. J. Montgomery, Island representative of Corby's and Wiser's Distilleries. Mr. Montgomery also presented the George Cole Sporting Goods Trophy to Cd. Constr. Holland, captain of the Naden team which won the trophy for the third consecutive month.

Other prize winners were as follows:

Low Net, 1st 18 holes — Commissioned Engineer E. Woodward.

and Lieut.-Cdr. G. E. Fenwick, compiled a total of 344 strokes, six better than the second-place Executive Branch. Lieut.-Cdr. Fenwick's 71 — par for the course — was an important factor in the SBs' victory.

Members of the runner-up team were Rear-Admiral H. G. DeWolf, Commodore J. C. Hibbard, Lieut. J. J. Harvie and Mr. G. M. Luther.

Shearwater Nine Wins Twice from Cornwallis

August was a successful month for the softball team of HMCS Shearwater. The air station team defeated Chester All-Stars 14-1 in an exhibition game and, a few days later, won both games of a double-header played at Cornwallis. The airmen took the first contest 14-8 and the second 12-1.

Ordnance School Tops Track and Field Meet

Ordnance School picked up 50 points to count toward the Naden Cock-of-the-Barracks trophy when its athletes took first place in a recent tabloid track and field meet.

"A" and "B" teams from the Supply School placed second and third with 45 and 40 points, respectively. Other entries finished as follows: MTE "A"; Supply Naden; Medical, Communications and ND; MTE "B", and TAS and Electrical.

change of chuckers brought an about-face, however, and the ship's team produced a series of tight plays that tied the score. Final result: 8-8.

Another tie was registered in a softball match between the training staff and officers' classes, with the final tally 7-7.

Soccer and softball also were enjoyed by the ship's teams at both Powell River and Alert Bay.

At Monterey, the Ontario nine played an all-star coloured team from the US Naval Line School. It

dian Rugby Football Union League.

The Coverdale baseball team was unbeaten in two starts and had some promising exhibition tilts lined up.

Every year during the summer months the officers and chiefs and petty officers play a softball game with the leading seamen and below. In the past, the latter aggregation has had little trouble disposing of the older men, and this year was no exception. The "old-timers" were defeated 27-16 despite a seven-run rally in the seventh inning.

Coverdale had a team entered in the Moncton Challenge Trophy rifle shoot which was run off September 2. It was the first time the station had entered a rifle team in an event of this kind. — C.H.W.

Barracks Supply Team Paces Naden Softball

The Supply branch cornered the top three places in the west coast inter-part softball league this season. Under the guidance of AB Norm Richardson, Naden's Supply Department team headed the league with seven wins in nine scheduled games. The "A" and "B" teams from the Supply School tied for second place, each with six wins, one tie and two losses.

The other entries finished in the following order: TAS and Electrical; Medical, Communications and Ordnance; MTE "A"; P and RT and Regulating; Band and Manual, and MTE "B".

The first five teams were scheduled to play off for the Naden championship.

Big Sports Program for Visiting Ships

Sports events of all kinds bulked large on the program for visiting RN and USN ships at Halifax in mid-August. During the ships' seven-day stay, a total of 28 sports events was run off and included softball, water polo, soccer, rifle shoots, cricket, tennis, squash, baseball, fencing, basketball and golf.

Royal Navy shotsmiths from HMS Superb triumphed over USN and RCN entries in a team golf match.

In water polo, the Stadacona team maintained its supremacy over the visiting RN players by winning two straight matches in a best-of-three competition. Stadacona won the previous series, played two years ago.

In cricket, the Superb team took the honors with a 57-39 win over a Stadacona team captained by Instr.-Lieut. William Edge. The match,



For the first time, HMCS Cornwallis this season has entered a team in the Halifax Canadian Football League, dominated in recent years by HMCS Stadacona. Here a group of Cornwallis hopefuls gets some pointers from CPO Andy Chartren, the team's coach. In the foreground is Ord. Sea. J. A. (Sonny) MacNeil, while the others, left to right, are Ord. Sea. William (Bud) Keen, Ord. Sea. Ralph Villeneuve, PO John Schumaker, Ord. Sea. Otto Gusella and PO Lloyd Davies. (DB-1091-31).

Host Ports Provide Sports for Crew of Cruiser

The ship's company of HMCS Ontario enjoyed an active program of sport during the ship's summer cruises in B.C. waters and to Monterey, California.

At Ocean Falls the crew was given free use of the town's bowling alleys and took advantage of this opportunity to defeat two local teams in competition.

The ship's water polo team, inactive since the Australasian cruise, was less successful, losing to a local team by a 7-6 score.

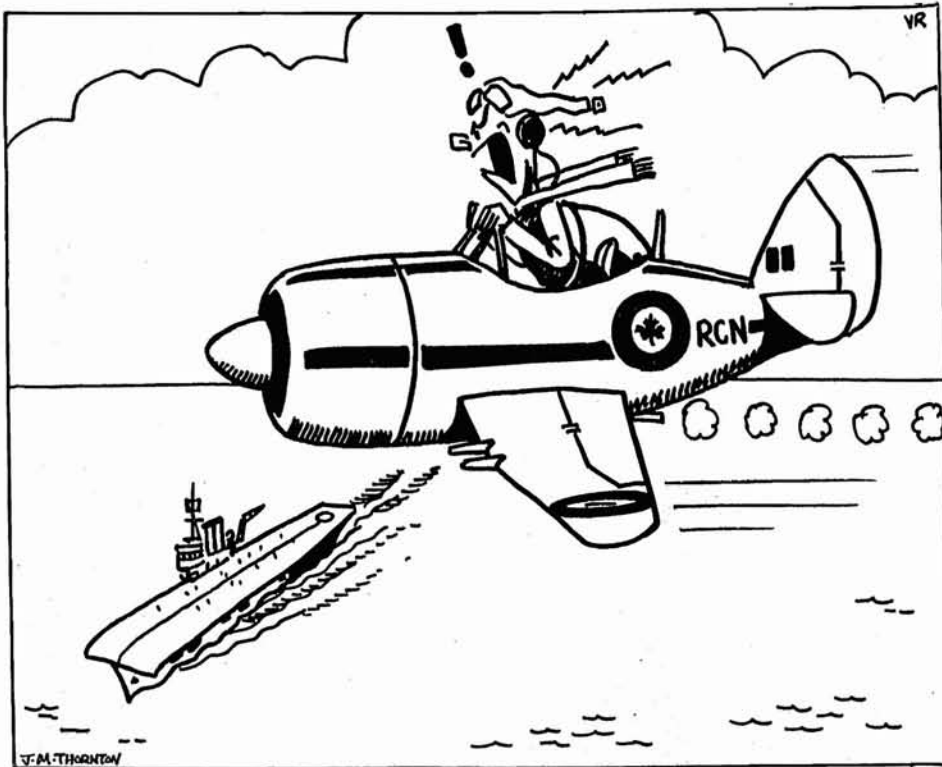
In a softball fixture with an all-star team, the Ontarios found themselves trailing 8-0 at the end of the fourth stanza. A shuffle in the infield and a

proved to be a fast and exciting game with the Ontarios coming out on top by a 15-7 score.

Athletes Active at Coverdale Station

Sports activities took an upswing at HMC Naval Radio Station Coverdale during the latter part of the summer. Five teams from the various naval branches and civilian employees at the station were competing in an inter-part volleyball league, while the Coverdale volleyball team played exhibition games with Air Force units in the area.

Football practises began early in August and the station will be well represented on a tri-service team entered in the New Brunswick Cana-



"Maggie to Charlie, Maggie to Charlie — Secure went 10 minutes ago . . . Yo u are too late . . . We are now playing deck hockey. Over."

played in intermittent rain, was an all-day affair.

In tennis, the USN team defeated HMS Superb, who previously had outscored the RCN. In softball, it was a Canadian victory over the Americans, with the RCN teams copping four games and the USN two.

Boat Combs Pacific, Recovers Lost Wallet

The Pacific is a generous and kindly ocean, thinks Petty Officer Rupert Padgett, of HMCS Crusader.

Petty Officer Padgett was a member of the war canoe crew which clinched the cock-of-the-walk for the Crusader in competition with the other two ships of the Pacific Training Force, the Beacon Hill and Antigonish, during a cruise to Pearl Harbor this summer.

At the conclusion the race and in the midst of the cheering, PO Padgett discovered that his wallet was missing from his back pocket. It wasn't in the boat, and the only conclusion was that it had fallen in the sea.

The boat's crew disdained an offer of a motor cutter tow to the ship, voting instead to row back over the course in search of the wallet, slim though the chances were of finding it. But it was sighted just before they reached the starting line and the coxswain of the boat, Lieut. G. M. deRosneroll, dived in and recovered it.

It was a victorious day for the Crusader and a fortunate one for Padgett.

In soccer the RN and RCN each won two games and tied one.

The entire sports program was organized by Lieut. F. C. Pettit, officer-in-charge of the P and RT School at Stadacona, and his staff of instructors.

Brunswicker Takes City Soccer Title

HMCS Brunswicker's soccer team has had an active season in competition with city and provincial squads and with teams from ships visiting Saint John. While not always on the winning end, the Navy eleven has played consistently well.

In the provincial playdowns, Brunswicker bowed out in the semi-finals to an experienced Moncton team but not before making a close battle of it. The team then engaged in a series with the Saint John Dry Dock squad for the city and district title, and after playing to a draw in three consecutive games, finally squeezed out a 3-2 win. Captain of the team is PO Sid Smith. — R.S.M.

Navy Softball Team Ousted in Playoffs

After leading the Victoria City League most of the season the Navy's senior "B" softball team was hit hard in July by drafting requirements and fell back to second place in the final standings.

The Navy started the season with a powerful aggregation but wound up with a scratch squad that was knocked out of the playoffs in two straight games by B.C. Forest Products. In spite of this reverse, special mention is due CPO Frank Elston, manager, and CPO Vic Dovey, coach, for fielding a team for every game, even though they had to dig deep into the barrel.

Supply School Squads Well up in Sports

The Supply School's "A" and "B" teams completed the Naden inter-part softball schedule with a record of six wins, one tie and two losses apiece.

The school's teams also made a good showing in the inter-part tabloid track and field meet, the "A" and "B" squads placing second and third, respectively. Ord. Sea. R. A. Butler captained "A" team while Ord. Sea. J. H. Jacob was skipper of "B" team. Points gathered in the track and field meet and the softball count toward the Cock-of-the-Barracks Trophy.



Ldg. Sea. Norman McClelland, of Victoria, displays a 16-pound salmon he hooked at Mayne Bay, B.C., during HMCS Ontario's visit there in the course of a training cruise. (OC-791).

Regattas — West and East

Keen competition and close finishes featured the annual two-day regatta of the RCN Yacht Club (West Coast). The program, consisting of races from Cădboro Bay to Esquimalt Harbour and series races in Esquimalt Harbour and approaches, attracted an entry of 32 boats.

One race ended in a tie and was decided on the toss of a coin; in another there was a deadlock for second place, while the finish of a third saw three boats cross the line within one second.

The Navy retained the Naden Wardroom and Naden Ship's Company trophies when Lieut. (E) Roy Smith piloted the Blue Goose to first place in the auxiliary cruiser race from Cadboro Bay to Esquimalt, and Lieut. W. S. Blandy's Domo won the Snipe class race over the same course.

Another naval victory was scored by Chaplain G. L. Gillard, whose White Swan triumphed in the auxiliary cruiser race to Albert Head and return.

At the conclusion of the races, a buffet luncheon was held in the Naden wardroom and prizes were presented by Rear-Admiral W. B. Creery, Flag Officer Pacific Coast.

Regatta chairman was Lieut. Blandy, while Chaplain Gillard and Lieut. F. H. Moist served as committee members.

Results of the races were as follows:

Cadboro Bay to Esquimalt

"A" Class — Buccaneer 3 (H. A. Wallace).
Auxiliary Cruisers — Blue Goose (Lieut. (E) Roy Smith).
Stars — Ona (Dave Turnbull).
Lightnings — Ariel (Eric Dowell).
Snipes — Domo (Lieut. W. S. Blandy).

Series Races

"A" Class — Buccaneer.
Auxiliary Cruisers — White Swan (Chaplain G. L. Gillard).
Stars — Aquilla (P. Townsend). Won on toss of coin after tie with Ona.
Lightnings — Ariel.
Snipes — Wee Jo (Miss Joyce Roberts).

East Coast Regatta Proves Great Success

The Royal Canadian Navy Yacht Club (East Coast) staged its first full-scale regatta in August and the enthusiasm that accompanied the turnout of more than 60 boats made it one of the most successful ever held on Halifax waters.

HMCS Shearwater played host for the occasion. A fresh wind made

for good sailing and a light fog tested the ability of the skippers to the limit. The yachts competed in nine classes, from the large handicap boats down to service dinghies.

The Grilse, skippered by Commander John C. Reed, added another victory to her already sizable record by taking the Tuna's Cup. In so doing she added to her list of triumphs over the host club's Tuna and two privately-owned yachts.

In a smaller handicap class, Lieut.-Cdr. John Scott brought the sloop Tumlarén in ahead of five other boats to take the Rear-Admiral E. R. Mainguy trophy.

The Georgic trophy for service whalers was won by Lieut.-Cdr. John Maxner's crew from HMCS Wallaceburg and the service dinghy class by HMCS Scotian, with Lieut. Wyn Rhydwen as coxswain. The John Leckie trophy went to the latter.

Privately owned yachts competed in the five other classes raced.

RN Sailors Score in Halifax Event

The Royal Navy led the field in a sailing regatta held in Halifax in mid-August. Crews from the RN, the United States Navy, the RCN and local yacht clubs competed.

Through the generosity and co-operation of local yachtmen, Snipe and Bluenose class boats were placed at the disposal of those taking part.

RN sailors took first and second in the larger Bluenose class and a third and ninth in the Snipe class to top the second place Armdale Yacht Club by eight points. In third place was the RCN, with the USN and the Royal Nova Scotia Yacht Squadron following.

The races were part of week-long celebrations in the old port to mark Navy Day and the 202nd birthday of the city, during which 8,000 sailors from the USS Wisconsin, HMS Superb, USS Newport News and four United States destroyers took part in a huge sports program.

Scotian Dinghy Shows Good Racing Form

HMCS Scotian, the Halifax naval division, was well represented in east coast sailing events this summer by a service dinghy, skippered by Lieut. Wyn Rhydwen, which took a first, second and third in three successive regattas.

LETTER TO THE EDITOR

Reunion of Clayoquot Survivors Suggested

Dear Sir:

For some time now, chance meetings of former members of the ship's company of HMCS Clayoquot have brought out a wish for a get-together of those who were survivors of the Clayoquot's torpedoing.

These meetings have brought forth enthusiastic suggestions that something along this line should be done, but so far nothing has materialized. I, for one, would like to renew old friendships; and I feel that many others would, too.

No doubt many ex-naval personnel get The Crownsnest in civilian life, while many of my former shipmates may be back in the Service. Therefore a notice in this regard in The Crownsnest might bring some action.

Would you have any former members of the ship's company of the Clayoquot communicate directly with me, in care of HMCS York?

Yours truly,

H. G. Elliott

Lieut. (SB) RCN(R)

HMCS York

Toronto.

(Editor's Note:— HMCS Clayoquot, a Bangor minesweeper, was torpedoed and sunk off Halifax on Christmas Eve, 1944, with the loss of eight lives).

STORESMEN COMPLETE SUPPLY SCHOOL COURSES

Two courses, one for victualling storesmen and the other for naval storesmen, were completed at the Supply School, HMCS Naden, in August, with the graduates going to various fleet establishments and ships for duty.

Those completing the course for naval storesmen were: AB E. W. Gray and Ordinary Seaman A. M. Slaats, J. L. McIntyre, G. A. Felotick, R. A. Butler, R. G. Butler, W. P. Robinson, R. N. Rasmussen, Harold Murdoch, M. J. G. Desrochers, B. A. Rigg, John Logan, A. J. J. Berube and W. W. Bellamy.

Members of the victualling storesmen's class were: PO G. J. Clark, AB C. H. Alderson and Ordinary Seaman A. G. Adam, D. L. Thomas, G. A. Bessey, J. H. Jacob, G. C. Murphy, W. J. Carragher, R. E. Green, D. N. Parson, W. K. Hamilton, J. W. Cockrill, H. F. West, and B. W. Davis.



Four Sea Cadets from Alberta cities and Cubs from Alert Bay, B.C., are shown around the cruiser Ontario by PO H. Hill while the ship was at Alert Bay in the course of a training cruise. (OC-834).

WINNIPEG CORPS WINS SEA CADET TROPHY

The Navy League of Canada's General Proficiency Trophy for 1951 has been awarded to the Winnipeg Sea Cadet Corps, RCSCC John Travers Cornwell, VC. Runners up for the trophy were corps at Bridgewater, N.S. (Niobe) and Weston, Ontario (Illustrious), who tied for second place.

In recognition of the fact that the corps under his command won the proficiency trophy, Lieut.-Cdr. George Kuhn, RCSC, commanding officer of RCSCC John Travers Cornwell, VC, was awarded the National Council's Officer's Sword Trophy.

EIGHT SEA CADETS RECEIVE SCHOLARSHIPS

The scholarship committee of the Navy League of Canada announced August 24 the names of eight sea cadets who have been awarded scholarships for entry to the Canadian Services Colleges as naval cadets for the year 1951.

They include: Walter Suttie of RCSCC Chebogue, Yarmouth, N.S.; Peter Baker, RCSCC Renown, St. Catharines, Ont.; Robert D. Detwiler, RCSCC Courageous, London, Ont.; Peter Kouri, RCSCC Quinte, Belleville, Ont.; John Harwood, RCSSC Lion, Hamilton, Ont.; Gordon F. Smith, RCSCC Royal Oak, Stratford, Ont., and Douglas J. Bowie and Robert Yanow, both of RCSCC Jervis Bay, Saskatoon.

Cadets Suttie and Kouri have entered Royal Military College and

the others have enrolled at Royal Roads.

Awarded by the Navy League of Canada for several years, the scholarships cover the first year's tuition fees and uniforms and are valued at approximately \$600. Candidates are reported to the scholarship committee by the various sea cadet divisions or branches of the Navy League and the awards are based on the information received.

In addition to scholarships to the Canadian Services Colleges, the Navy League awards UNTD scholarships annually to sea cadets and ex-sea cadets.

Alice, Cayuga's Mascot, Has Canine Companion

Alice, canine mascot of HMCS Cayuga, veteran of the Korean war and holder of the rating of petty officer, second class, RCN, has a companion, albeit a very small one.

The new arrival goes by the name of "Stokes", in honor of the engine room department. Of uncertain ancestry but full of the joys of puppyhood, young Stokes has endeared himself both to Alice and to the rest of the ship's company.

He has no rate, for he has not as yet seen six months in the world, let alone in the Service.

Stokes joined the ship at a U.S. naval base in Japan, under sponsorship of AB J. S. Duff, of Winnipeg, who, along with Alice, took the newcomer in hand for his new entry training. Now he takes well to such things as the roll of the ship or the crashing of the guns.

Incidentally, popular though young Stokes is, the powers that be have decreed that no more pets shall be added to the ship's complement.

INSPIRATION

(Written on reading the July issue of the Crowsnest)

What maketh the Navy man to fight?
What cheereth his soul in the dead
o' night?

What saved the cruiser's mascot,
drowning?

A verse, misquoted, from Robert
Browning?

No, Lordly; Alliston and Moss;
Brander; Commander Oake, and Ross,
Whose stirring verse and jaunty
rhyme

Were found in The Crowsnest (price:
one dime.)

For Surgeon Oake's inspired pen,
Out-scalpeled his scalpeled sailor
men.

And I know Ross (the precocious
stripling)

HE cribs his metre from Rudyard
Kipling.

All these (and others we have noted)
Have left Will Shakespeare quite
unquoted.

When our foe in the future meets
reverses,

Credit Action Stations—and
sprightly verses.

* * * * *

But July's poems were left unread,
I had stopped at page twenty-one
instead.

Oh! Balmoral bonnet and crowning
curl!

And bewitching smile of a pretty girl.

"THE COLONEL"

NAVAL PLANES ASSIST IN CELEBRATIONS

Navy fliers from HMCS Shearwater put on an impressive air display for the Dartmouth Natal Day celebrations this summer. In the morning, Sea Furies and Avengers flew close formation aerobatics over the town and in the evening they returned to attack a mock submarine in Lake Pannok, near Dartmouth.

During the morning show, the planes dropped leaflets wishing Dartmouth "A Happy 201st Birthday". In the evening they dropped sandbags on their target while the dummy sub sent up flares and smoke to heighten the realism of the demonstration.

MAN OF THE MONTH

(Continued from Page 5)

there he "signed on" for an additional five years' service.

From October 1948 to August 1949 he was at Coverdale Radio Station, then went to Churchill for his two-year term of duty in the north country.

In his earlier years, CPO Stone was an all-round athlete, excelling at football and track and field and turning out, as well, for soccer, basketball and water polo. In 1935, while in Stadacona, he won the RCN aggregate track and field trophy.

The place "Stoney" occupied at Churchill will be hard to fill, but the community spirit and good-will to which he contributed so much have become an accepted part of life on the station and should continue to flourish for a long, long while.

Weddings

CPO William Blathwayt, HMCS Niobe, to Miss Noreen Rodgers of Belfast, Northern Ireland.

PO John Colbert, HMCS Bytown, to Miss Diane Vuckson, of Ottawa.

AB Edward W. Gray, HMCS Naden, to Miss Celine Poty, of Vancouver.

Ord. Sea. J. M. Cotter, HMCS Stadacona, to Miss Jeanne Gordon, Westville, N.S.

Ord. Sea. Alan Goodwin, HMCS Stadacona, to Miss Kathryn Wry of Sackville, N.B.

Ord. Sea. Clifford Picton, HMCS Stadacona, to Miss Jean Miller of Bridgetown, N.S.

Births

To Lieut. E. V. P. Sunderland, HMCS Naden, and Mrs. Sunderland, a daughter.

To Lieut. A. O. Grav, HMCS Cornwallis, and Mrs. Grav, a son.

To Ordnance Lieut. T. E. Coffin, HMCS Naden, and Mrs. Coffin, a son.

To Lieut. (S) T. C. Treherne, Naval Headquarters, and Mrs. Treherne, a daughter.

To A/Lieut. (SB) Harold G. Elliott, HMCS York, and Mrs. Elliott, a daughter.

To Sub-Lieut. John W. Russell, HMCS Ontario, and Mrs. Russell, a son.

To Sub-Lieut. L. T. Blair, HMCS Ontario, and Mrs. Blair, a son.

To Commissioned Radio Officer N. G. Ford, HMCS Stadacona, and Mrs. Ford, a son.

To Commissioned Cookery Officer H. S. Paterson, HMCS Naden, and Mrs. Paterson, a son.

To CPO E. J. Bonsor, HMCS Naden, and Mrs. Bonsor, a son.

To CPO D. R. White, HMCS Stadacona, and Mrs. White, a daughter.

To CPO Herbert Thomas, HMCS Naden, and Mrs. Thomas, a son.

To PO Robert Jacobsen, HMCS Ontario, and Mrs. Jacobsen, a son.

To PO F. W. Curson, HMCS Ontario, and Mrs. Curson, a daughter.

Page thirty-two.

To PO Ronald Caught, HMCS Naden, and Mrs. Caught, a daughter.

To Ldg. Sea. Harold Haines, Albro Lake Radio Station, and Mrs. Haines, a daughter.

To Ldg. Sea. Graydon Giberson, Coverdale Radio Station, and Mrs. Giberson, a daughter.

To Ldg. Sea. Raymond Kergoat, Coverdale Radio Station, and Mrs. Kergoat, a daughter.

To AB Edward Allan, Albro Lake Radio Station, and Mrs. Allan, a son.

To AB Andrew Eburne, HMCS Stadacona, and Mrs. Eburne, a son.

To AB Hugh Roberts, HMCS Stadacona, and Mrs. Roberts, a son.

HOW IT STARTED



IDLERS

"Idlers" was once the official term used to describe those in a ship's company who did not normally stand a night watch. They later became more familiarly known as "Daymen" and were painters, blacksmiths and other artisans. The term "Idlers" was dropped as it was deemed an inappropriate name for skilled craftsmen. An old marine dictionary gives "Idlers" as a general term for "those on board a ship of war who, being liable to constant day duty, are not subjected to keep night watch, but nevertheless must go upon deck if all hands are called during the night."

Sioux Scores

HMCS Sioux was carrying out a bombardment behind communist lines in North Korea, with an aircraft on hand to serve as spotter.

The plane reported that the destroyer's first salvo nicked a storehouse, sending people scurrying out of the building.—*Foul ball.*

The second salvo was a near miss and, according to the aircraft, the people ran back inside.—*Strike two, swinging.*

The third salvo was a hit. There was no further movement.—*Scored a home run.*

FAIRMILES MAKE HISTORIC VOYAGE

Fairmile patrol craft from five Great Lakes naval divisions made an historic voyage this summer when they sailed via the Rideau canal system from Kingston, Ontario, to the Ottawa river, thence down the Ottawa to the St. Lawrence. It was the first time naval vessels had made a complete passage of the Rideau system, even though it was originally constructed for military use more than 100 years ago.

The Fairmiles' course took them through pleasant farmlands and past towns, villages and summer resorts whose residents turned out in strength to greet them and to eye with friendly curiosity the first craft wearing the White Ensign that many had ever seen.

It was an interesting trip for the crews, most of whom were reserves, but it also involved a lot of hard work. Between Kingston and Ottawa they had to negotiate 47 locks, as well as frequent narrow, twisting channels. The captains, helmsmen, engine room staffs and men handling lines had a busy time.

The flotilla stayed over in Ottawa for the Great Lakes Naval Regatta, on the Labor Day weekend, and proved to be a popular attraction. Many a young Ottawan saw, went aboard and was thrilled by his first naval ship.

Leaving Ottawa, the Fairmiles passed through the last set of locks leading to the Ottawa river and then set sail for St. Anne de Bellevue, from where they proceeded up the St. Lawrence to the Great Lakes, thus completing their "triangle tour."

In the photo on the facing page, PTC 711, from HMCS Griffon, is shown on her way through the set of eight locks descending between the Chateau Laurier and Parliament Hill to the Ottawa river. (O-2023-2).



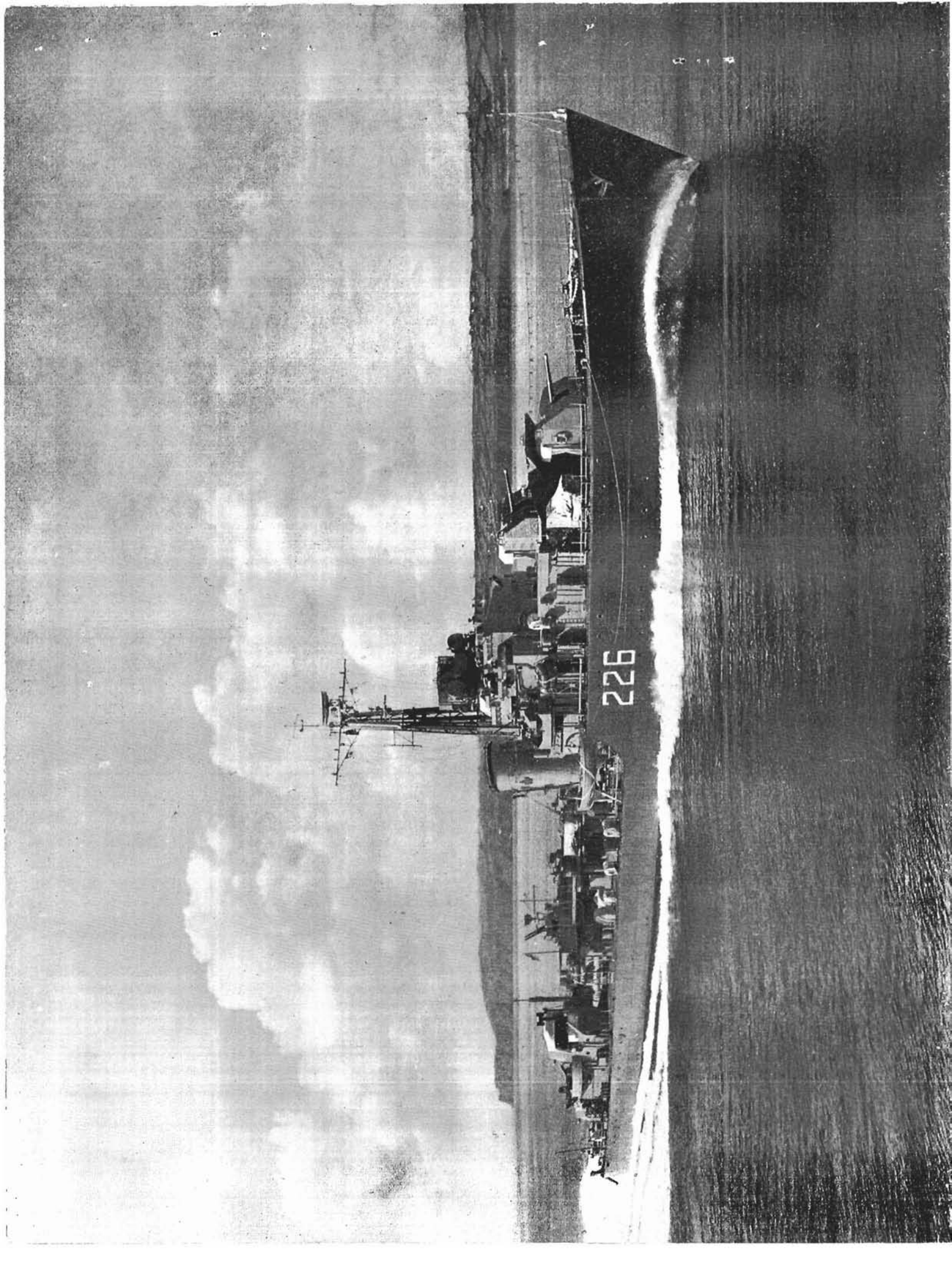


The CROWSNEST



Vol. 4 No. 1

November, 1951



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The CROWSNEST

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THE ROYAL CANADIAN NAVY'S MAGAZINE

NOVEMBER, 1951

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Cover Photo—Though they may not look a bit "salty," there is no doubt that these two professional models, wearing the new uniforms of the Women's Royal Canadian Navy (Reserve), add much to the scenery and atmosphere on this Fairmile's bridge. (O-2053-3).

LADY OF THE MONTH

HMCS CRESCENT, sister-ship to HMCS Crusader and a destroyer well known on both coasts of Canada, steams at high speed through the Irish Sea. The photo was taken during the second of three training cruises made to the United Kingdom last summer by the La Hullose, Crescent and Swansea. For more about the Crescent, see page 21. (LAH-174).

★ ★ ★

With this issue, The Crowsnest begins its fourth year of publication. It is an occasion we do not think should go unnoticed.

Quite frankly, we cannot help but be pleasantly surprised by the realization that The Crowsnest produced its first 36 issues in as many months. As we have mentioned before, The Crowsnest does not draw on full-time professional editors and writers for its material, but on a corps of voluntary contributors who receive nothing for their efforts and who, in practically all cases, remain anonymous.

It is they who have enabled the magazine to meet its monthly deadlines and who have made it possible for it to fulfill, at least in part, the mission for which it was created.

The Crowsnest is the Navy's magazine. It is intended for all ranks, from ordinary seaman to admiral, and has been privileged to number all ranks among its contributors.

It has served as a link between ships and establishments, and the personnel borne therein, reminding them that they are, one and all, members of the same force, separated though they may be by a continent or more.

The Crowsnest has endeavored, too, to maintain and fortify the connection between the Service and those who formerly wore its uniform, keeping the latter informed of naval happenings and reminding them that in spirit, if not in fact, they still belong to the naval family.

Whatever success The Crowsnest may have achieved in these endeavors is due to those whose efforts have made it live these past three years. To its regular correspondents . . . to those who contribute less frequently but with obvious inspiration . . . to the photographers whose pictures have graced its pages . . . to the artists and cartoonists . . . to its civilian supporters, ex-Navy and otherwise . . . and to all those others who have helped pen its pages . . . The Crowsnest expresses its thanks and pays deserved tribute.

The Editors

★ ★ ★

A limited number of copies are available of the drawing, "Royal Canadian Navy 1951," which appeared on pages 16 and 17 of the October issue. Persons wishing to obtain a copy may do so by writing to The Editor, The Crowsnest, Naval Headquarters, Ottawa.

R.C.N. News Review

Navy Plays Host to Royal Visitors

At the furthest extremity of their historic visit to a country new to them both, the Princess Elizabeth and the Duke of Edinburgh entered an atmosphere with which they both were wholly familiar.

At Vancouver, on October 21, the Princess — whose father and grandfather followed the sea — and the Duke — a serving officer in the Royal Navy — boarded a destroyer, HMCS Crusader, for the picturesque salt water passage to Victoria.

As the ship neared the harbor, a naval gun battery fired a royal salute from Beacon Hill Park. On disembarking, Her Royal Highness inspected a naval royal guard parading the King's Color which her father, King George VI, had presented to the Royal Canadian Navy in 1939.

The following afternoon, October 22, the Royal Couple drove to and toured HMC Dockyard, met senior naval and military officers at the

Admiral's residence, and then went to Royal Roads, where they inspected the cadets and had tea.

On completion of their three-day holiday on the Island, Their Royal Highnesses embarked in the Crusader at Nanaimo, October 26, and sailed aboard the destroyer to Vancouver.

The Navy re-enters the Royal Visit scene during the closing stages of the tour. On November 8, at Halifax, Princess Elizabeth and the Duke of Edinburgh will visit the Dockyard, inspect a guard of honor at Stadacona and attend a reception at Admiralty House.

At 10:30 p.m. on November 9, the Royal Couple will board HMCS Ontario at Charlottetown and will make an overnight voyage in the cruiser to Sydney, Cape Breton. They will also spend the following night on board the Ontario, travelling from Sydney to St. John's, Nfld.

When Their Royal Highnesses sail out of Conception Bay November 12, homeward bound in the Empress of

Scotland, the Ontario and HMCS Micmac will serve as the escort and will remain with the liner until nightfall.

Ontario Making Return Voyage to Esquimalt

On completion of her Royal Visit assignment, the Ontario will immediately begin the journey back to her home port of Esquimalt, where she is due to arrive December 13.

During her stay on the East Coast, the cruiser made a trip up the St. Lawrence and spent ten days in Montreal. While there, she held "open house" for the public, took part in a sailors' memorial ceremony, was inspected at divisions by the Chief of the Naval Staff and played host to a number of civil servants, employed with the Navy in Ottawa, for whom a special trip to Montreal was arranged.

On leaving Montreal, the Ontario embarked 40 sea cadets for the ten-hour trip down-river to Quebec. She spent six days at the latter city, then went to Gaspé for four days before returning to Halifax October 23.

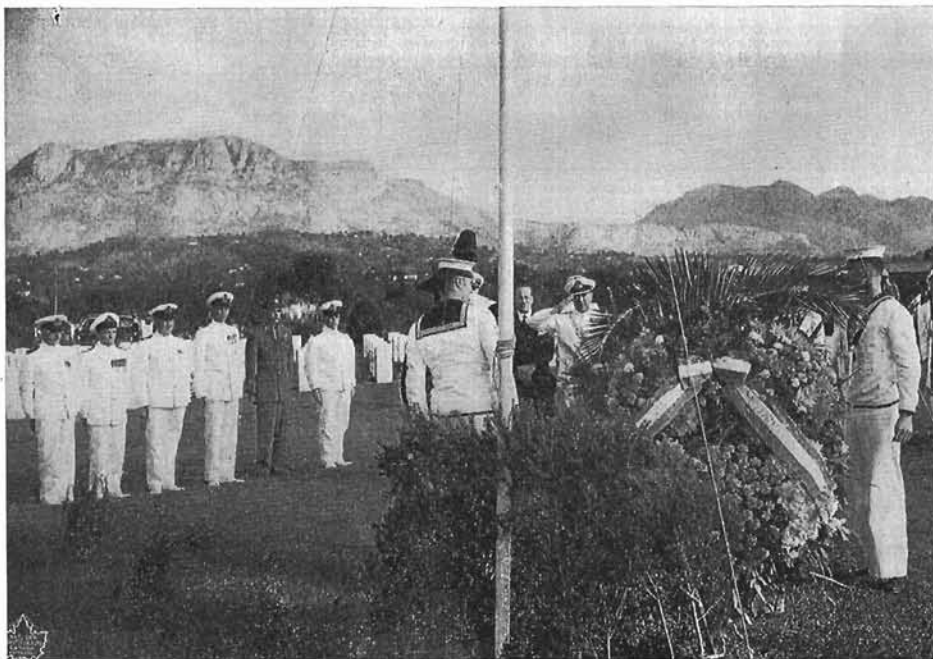
Magnificent Making Quick Turn-around

The Magnificent and Micmac returned to Halifax from their Mediterranean cruise on October 24, two days earlier than originally planned. The schedule was changed in order to provide the carrier with a longer stay in port before she sets out on her next mission — transport to the United Kingdom of 410 fighter squadron of the RCAF.

Within a six-day period, the Magnificent will disembark her naval air squadrons to the RCN Air Station, embark personnel of 410 squadron and make good the usual jobs of work required after an extended cruise.

Then she will sail for Norfolk, Va., to load the F-86 Sabres of 410 Squadron, the aircraft having been cooned at the U.S. Navy base for the ocean voyage.

The Magnificent leaves Norfolk November 3 and arrives at the Clyde on the 13th. She will spend three or four days unloading the Air Force



While the Magnificent and Micmac were at Naples, Italy, the commanding officers of the two ships, Commodore K. F. Adams and Lieut.-Cdr. F. C. Frewer, headed a group of officers and men who travelled to the military cemetery at Cassino to pay homage to the Canadian soldiers who lost their lives and are buried there. In the shadow of Monte Cassino, scene of some of the bitterest fighting of the Second World War, a wreath was laid in memory of the Canadian dead. To the left of the wreath, saluting, is Commodore Adams. At his right is S. G. MacDonald, Charge d'Affaires at the Canadian Embassy, Rome. (MAG-3462).

Sabres and embarking some new Sea Fury fighters for the RCN, after which she will sail for Canada. She is scheduled to return to Halifax November 26.

Destroyers in Korea Visited by FOPC

Carrier screening, routine patrols, blockade work and occasional bombardments continued to occupy the three Canadian destroyers serving in Korean waters.

For a time, the Athabaskan and Sioux were operating together, on the west coast of Korea, while the Cayuga worked with a U.N. force on the east coast. The Cayuga took part in a heavy naval bombardment of the port of Kojo, shelling communist supply points and troop concentrations.

During the latter part of September the destroyers were visited by Rear-Admiral W. B. Creery, Flag Officer Pacific Coast. Admiral Creery flew to Japan and, after meeting with Canadian diplomatic officials and United Nations officers in Tokyo, went to a U.N. base in south Japan.

There he boarded the Sioux and sailed in her to the operational area off the west coast of Korea. In company were the Athabaskan and two U.S. destroyers escorting the U.S. carrier Rendova.

After inspecting the Sioux and addressing the ship's company, Admiral Creery transferred the next day to the Athabaskan by helicopter, stopping on board the Rendova en route. While he was in the Athabas-



During the course of his visit to the Canadian destroyers in the Far East, Rear-Admiral W. B. Creery transferred at sea from the Sioux to the Athabaskan in a helicopter furnished by the aircraft carrier USS Rendova. In the upper photo, Admiral Creery is piped aloft as he is hoisted aboard the helicopter from the Sioux. En route to the Athabaskan he stopped aboard the Rendova.

In the photo at the right, Admiral Creery chats with AB Donald Paull of Rosetown, Sask., during his inspection of the Cayuga's ship's company. Behind Admiral Creery is Commander James Plomer, commanding officer of the Cayuga and Commander Canadian Destroyers Far East.



Huron Concludes Eventful Commission

An eventful commission was brought to a close October 12 when HMCS Huron was paid off at Halifax and taken in hand for refit and rearmament.

Brought forward from reserve in February 1950, the Huron saw a great deal of interesting and varied service in the ensuing 19 months. Highlighting this phase of the destroyer's career were the European cruise in the fall of 1950 and a five-month tour of operations in Korean waters.

During her latest commission the Huron:

- Steamed 79,599.6 miles,
- Sailed on two oceans and 11 seas,
- Visited 21 countries,
- Dealt in 13 different currencies,
- Fuelled at sea 24 times,
- Wore, on separate occasions, the flags of two admirals,
- Fired 3,483 rounds of 4-inch ammunition and nearly 4,000 rounds from her close-range weapons. (Practically all of this expenditure took place during her five months in Korea).

kan, the ship was detached on a junk interception patrol, then was sent to the Chinnampo area to bombard troop concentrations and gun emplacements.

Admiral Creery transferred next to the British destroyer Charity and sailed in her to a naval base in central Japan. There he visited the Cayuga, which had put into port after a tour of duty on the east coast. Following further meetings with ranking U.N. naval officers, the Admiral explained at Tokyo for the return trip to Canada.

Royal Flight Path Patrolled by Ships

HMCS La Hullose received an unexpected but welcome assignment when she was despatched from Halifax to serve as the western-most link of a chain of ships disposed at intervals beneath the aerial track followed by the Royal aircraft on its flight from the United Kingdom to Canada.

The La Hullose took up a station

300 miles northeast of St. John's, then switched her position when the aircraft carrying Their Royal Highnesses was re-routed. With the safe arrival of the Royal plane, the frigate returned to Halifax.

On reaching Canada, Princess Elizabeth despatched a message to the Admiralty, saying, "My husband and I would be grateful if you would convey our appreciation to all ships stationed in the Atlantic during our flight to Canada."

Nootka's Turn Next as Korean Relief

The Korean relief cycle will begin another whirl early next year, when HMCS Nootka proceeds to the Far East to replace the Sioux. The Nootka is scheduled to leave Halifax December 30.

"Maggie" Baffles Boredom

by J. L. W.

Quarantine Week-ends Filled with Sports and other Entertainment

INGENUITY, imagination and enthusiasm came to the fore during the 16 days HMCS Magnificent spent in quarantine while based on Malta. The quarantine made little difference to the ship's training program, the week days being spent at sea progressing the flying training of the 30th Carrier Air Group and the operational training of the entire ship's company.

When the quarantine might have made itself felt was over the two-week-ends which were spent at anchor in Marsaxlokk Bay. None of the ship's company was permitted go ashore and no visitors could come aboard.

It might have been extremely dull but both week-ends instead turned out to be as enjoyable as most of the men can remember. From Saturday noon to Sunday night the "days of rest" were enlivened every minute

with sports events and special entertainment in which the whole ship's company participated.

On the first Saturday afternoon, the holiday started with 12 volleyball matches in the ship's three leagues. At the same time, five deck hockey games were played off on the flight deck.

Highlight of the day's sports program was an interdivisional swimming meet. A 25-yard course was laid off the ship's side between two moored floats. Sixteen teams competed in the five standard water events and 871 Squadron's team splashed away with the honors. A water polo game finished the afternoon.

Saturday night was pure carnival. At 7 p.m. the flight deck looked like a Broadway theatre in the heyday of vaudeville. Practically the entire ship's company, 1,100 strong, was

gathered about the "island" where the ship's band, led by CPO Victor Goodridge, of Niagara Falls, Ont., struck up the music hall overture.

Lieut. (S) John D. Agnew, of Kingston, was the organizer and m.c. of the show. The range of talent was impressive and the cheers of the men of the Magnificent rocked the quiet Maltese bay.

There were comedians of every kind and they brought down the house. AB Bob Carl, of Kingston, mugged his way through an hilarious impression of how a landlubber would see flying operations aboard an aircraft carrier. PO Norman Burgess, RCN(R), of Todmorden, Ont., did a fast monologue laced with quick-fire Bob Hope-type patter. AB Charlie Porter of Cleveland, Ohio, did a man-of-many-voices impersonation act. AB William Routliffe, of Sudbury, had a repertoire of Northern Quebec bushland stories.

There were musicians, too. Lieut. Eric Harbord, of Watrous, Sask., did a modest one-man band turn with a harmonica and banjo-ukelele. AB Lucien Giroux of Donnacona, Que., gave the crowd some harmonica artistry. A trio, PO John Bell, of Edmonton; AB Donald Kindy, of Niagara Falls, and AB Clyde Thompson, of Sackville, N.B., played western music.

There was an amateur band conductors' contest. Commodore K. F. Adams, of Victoria, by popular demand, was one of the participants and was a smash hit. Other aspirants were Lieut.-Cdr. L. E. Crout, of Montreal; AB G. E. McArthur, Winnipeg; Sub-Lieut. James Bond, Leduc, Alberta; AB Carl; AB Jacques Bousquet, Quebec City, and CPO Lloyd Myers, Toronto.

After the show a movie on the flight deck finished up the day.

The next week-end was as good. Volleyball, deck hockey and water polo filled Saturday afternoon. Then on Sunday a huge "Tabloid of Sports" was run off. The tabloid included eight events, with 16 teams of ten men each competing. The sports



An inter-divisional swimming meet was one of the high spots on the program of sports and entertainment which kept the ship's company of the Magnificent busily entertained while in quarantine. The photo shows the finishing point for the first heat of the medley relay, with the backstroke swimmers approaching the float and their team-mates poised for the next lap. (MAG-3303).



A musical troupe plays for the ship's company at one of the concert parties held on board the *Magnificent* during her quarantine period. Left to right are PO John Bell, Edmonton; AB Clyde Thompson, Sackville, N.B.; AB Donald Kindy, Niagara Falls; Midshipman Richard Okros, Toronto; Midshipman Daniel Mainguy, Halifax; Ldg. Sea. Leonard Keen, St. Paul, Alberta, and AB Howard Craddock, Mount Dennis, Ontario. (MAG-3330).

officer, Commissioned Boatswain James Blades, of Red Deer, Alberta, and the ship's P. and R.T. instructor, PO Albert Trépanier, of Ottawa, ran the highly organized meet.

Each man on each team participated in all the events. The teams would run through one event, then go on to the next, with a five-minute time limit on each one. The events were broad jump, high jump, shot put, 50-yard dash, shuttle relay, dribble relay, medicine ball throw and Charlie Chaplin relay.

Another evening show was staged on the flight deck and most of the previous week's entertainers came back. New jokes and new selections pleased the crowd just as much as the week before. The highlight was a bone-jarring display of wrestling with all the professional trimmings. In the first, PO Breen Driscoll, of Halifax, lost to PO Carl Hill, of Peterborough, Ont., after 25 minutes of grappling. The next was a 30-minute bout, in which Ord. Sea. Glen Stevens, Detroit, bested AB Pierre Miller, Montreal.

The last bout was an hilarious team tag-match. Sub-Lieut. Jim Bond, of Leduc, Alberta, and Sub-Lieut. Rene La Roche, of Quebec City, fought Ldg. Sea. Gerry Dymchuk, Edmonton, and Ord. Sea. Allan Bradshaw, Hamilton, Ont. Only one member of each team was supposed to fight at one time

but the match ended with all four, plus the referee, PO Burgess, and an enthusiastic spectator mixing it up. It was a great show.

The quarantine ended and the hands were free to go ashore once more, but the two week-ends will long remain a pleasant memory for the *Magnificent's* men.



The "Charlie Chaplin relay" was one of the more comical events held during the tabloid of sports. Ord. Sea. Walter Nickerson, of Saint John, had to cover the course with the ball between his legs and boxing glove on his head, and all the while twirling the ring on the string. (MAG-3335).

CONDUCTS CHOIR FOR LAST TIME

The famed Cornwallis choir made its final public appearance under the baton of its founder and leader, Commander Patrick D. Budge, when it sang before a packed congregation at the First Baptist Church in Halifax on October 7.

The 50-voice choir, consisting of sailor volunteers, turned in one of its best performances as a farewell tribute to Commander Budge, who will soon leave his post as executive officer of the Annapolis Valley training establishment.

Commander Budge, who could not read a note of music but liked to sing, started the choir in May 1949 with 14 choristers. With the help of other officers at Cornwallis, Commander Budge tackled the job with enthusiasm and thoroughness. Chaplain (P) Harry Ploughman provided the organ music and the choir was soon giving forth with hymns and chants in a "proper seamanlike manner."

It wasn't long before the original 14 were joined by other new entries with a bent for singing. Commander Budge set no limit on the size of his choir. He took all who volunteered, even if they didn't know a note of music.

After many hours of rehearsals, the choir was ready for its first public appearance. From that time on the choir was in demand throughout the province. It sang in various churches and topped it off by appearing on the CBC's Sunday program, *Harmony Harbor*.

But it wasn't all smooth sailing for Commander Budge. Hardly would he have a group well trained before it was broken up by the drafting of men who had completed their new entry course. But there were always new ones showing up to fill the gaps. He had one of his most trying times when the choir was practicing for the farewell concert, losing the whole tenor section in one graduation sweep. Others stepped into the breach, however, and the tenors came through in fine style on the night of the performance.

Following the farewell concert, Commander Budge expressed his regret at leaving the choir but said he was confident that it would carry on and become bigger and better than ever.



OFFICERS *and* MEN



Cadet Awards Presented at Closing Ceremony

Presentation of awards by Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, featured ceremonial cadet divisions held in HMCS Stadacona to mark the close of the four-month summer cadet training program.

Cadet Captain Alan Squire, of Winnipeg and the University of Manitoba, received an officer's sword for being selected as the best all-round third term cadet. Cadet Squire's active connection with the Navy goes back to August 1946, when he entered the RCN(R) at Winnipeg as an ordinary seaman. A year later he went on special naval duty and was among those volunteering for service aboard the North Atlantic weather ship, HMCS St. Stephen.

From her he went to HMCS Athabaskan and journeyed aboard the newly-commissioned destroyer to the West Coast. In September 1948 he enrolled at the University of Manitoba and three months later was promoted to cadet in the UNTD.

As runner-up to Cadet Captain Squire, Cadet J. Kent McKelvey, of Toronto and the University of Toronto, was awarded an officer-of-the-watch telescope.

Cadet Captain Aubrey Russell, of St. Stephen, N.B., and Queens University, the outstanding second term cadet, was presented with a copy of "A Sailor's Odyssey," Admiral of the Fleet Lord Cunningham's autobiography.

Cadet Douglas Carnahan, of Toronto and U. of T., had his name inscribed on the Reserve Training

Commander's Shield as having been the outstanding first term cadet.

All four awards were instituted this year.

Seven Commissioned for Aircrew Duty

Seven men of the RCN have been promoted to officer rank on short service appointments for aircrew duties. They are Acting Sub-Lieutenants I. T. Bouch of Vancouver; and Dartmouth, N.S.; A. C. Williamson of Sarnia, Ontario, and J. D. Holden of Minnedosa, Man., and Midshipmen K. R. Bishop, of Saskatoon, M. H. Bolger of Renfrew, Ont., J. F. Plant of Ladysmith, B.C., and A. P. Lavigne, of Hartland, N.B.

All seven had been serving on the "lower deck" prior to promotion. They have been appointed to Cornwallis where they will attend a four month junior officers' training course. This will be followed by eight months in a training cruiser.

On successful conclusion of these courses the seven will be appointed to flying training schools in Canada and the United Kingdom. Midshipmen Bishop, Plant and Lavigne will train as naval pilots and Sub-Lieuts. Bouch, Holden and Williamson and Midshipman Bolger as naval observers.

Sioux's CPOs Visit with British Regiment

While HMCS Sioux was undergoing repairs at Hong Kong, the chief petty officers of the destroyer were guests at a mess dinner of the warrant officers' and sergeants' mess of the South Staffordshire Regiment, stationed in the New Territories, some 30 miles outside of Hong Kong.

On the way to the camp many interesting sights were pointed out, including a battleground where Canadian soldiers fought so valiantly in the Second World War.

The Canadians were met at the camp by RSM G. Threackall and taken to the warrant officers' and sergeants' mess, where the regiment's collection of silver, dating as far back as the early 1880's, was in the process of



Pictured with their prizes are the four cadets who received awards at the close of the 1951 UNTD training program on the East Coast. Left to right are Cadets Douglas Carnahan, Toronto and U. of T.; Aubrey Russell, St. Stephen, N.B., and Queens University; Alan Squire, Winnipeg and U. of Manitoba, and Arthur Toogood, standing in for Cadet J. Kent McKelvey, of Toronto and U. of T. (HS-15556).

being brought out and set up for the mess dinner. The traditions attached to the various pieces of silver were of great interest to the CPOs.

The regimental band was in attendance at the dinner, which was a very enjoyable affair. Afterward the commanding officer of the regiment and his officers joined the gathering and the rest of the evening was spent playing many competitive games.

The Sioux's badge and a Blue Ensign were presented to the warrant officers' and sergeants' mess by the CPOs and they, in return, were presented with a plaque bearing the "Stafford Knot," which has always been worn by the regiment as its emblem.

The Chiefs stayed at the camp for two days and many friends were made on both sides. The hospitality of the South Staffordshire Regiment to the Canadian sailors will long be remembered. — *W.D.*

Reserve Officers Take Two-week TAS Course

Nine officers of the RCN (Reserve) attended a two-week torpedo anti-submarine course held at the TAS Training Centre, Esquimalt. Enrolled in the course were Lieut.-Cdrs. J. F. McKenzie and K. T. Guest, Lieuts. I. J. Loewen and J. B. LeMaistre, and Sub-Lieuts. W. K. Sample, E. G. Cockcroft, J. M. Powell, J. B. Feehan and W. Ogden.



Pictured above are members of the 20th chief and petty officers leadership course to be held at Cornwallis. Front row, left to right: CPO K. L. Rooke, CPO P. C. Danby, Lieut. (S) A. F. Reade (course officer), CPO A. P. Howard (instructor), CPO H. S. Stroud and CPO F. R. Henderson. Centre row: CPO R. L. Pumfrey, POs R. S. Coupe, A. A. Carder, W. C. Berry, T. E. Bottomley and H. E. Stainsby, and CPO S. G. White. Rear row: POs W. J. Herbert, R. Whatman, R. Third, P. Y. Bernard, A. R. Munson, B. J. Allday and G. V. Hartman. (DB-1086-1).

CPO Norman E. Bryon Receives Commission

Chief Petty Officer Norman E. Bryon, of North Battleford, Sask., and Victoria, has been promoted to acting commissioned ordnance Officer.

Commissioned Ordnance Officer Bryon entered the RCNVR in 1941

as an engine room artificer fourth class and served afloat and ashore during the Second World War. He transferred to the RCN in September 1945 and switched from the engine room to the armourer branch.

Now serving in the Naval Armament Depot at Halifax, he will go to Cornwallis early in November for an officers' divisional course.



Maintaining high frequency radio contact with aircraft from the RCN Air Station is one of the numerous duties handled by communications personnel serving at HMCS Shearwater. Shown on duty in the communications centre are AB Bernard Bowerbank, left, of New Westminster, and Ldg. Sea. Earl Exley, Dartmouth. Standing are CPO Claude Scott, Halifax, and PO Jack Carson, Toronto, petty officer of the watch. (DNS-5572).

TD2 Class Completes Esquimalt Course

Eight men recently completed a torpedo detector second class course at the TAS Training Centre, HMCS Naden, Esquimalt. Graduates were Petty Officers R. Hamlin and C. Butler, Leading Seamen H. Shore, B. Mohns, J. Hagen and F. McLeod, and ABs D. McRae and G. Ayotte. CPO C. Buckley was their instructor.

Now under way is a TD3 course under PO J. Wilson. Its members are ABs C. Dalsin, R. Mountain, J. Dockstader, L. Luther, D. Ewen and G. Howard.

UNTD Cadets Complete Initial Aircrew Training

The UNTD summer training program was expanded in 1951 to include aircrew training for cadets. Ten cadets completed the first phase of their training as pilots at RCAF Station, Trenton, Ont., and another nine reached the halfway mark in their training as observers at HMCS Shearwater.

All ten of the students who were at Trenton passed their 14-week course successfully, the majority attaining 80 hours flying time, of which about 35 were solo.

At the conclusion of the course, one officer, Cadet J. W. Paton, transferred to a seven-year RCN appointment for aircrew duty. Others in the course were Cadets R. M. Mundle, Mount Allison University; D. K. Martin, Acadia U.; R. H. Jackes, UBC; R. C. Radford, Queens; C. A. Crepeau, Ottawa U.; and R. B. Bartlett, E. S. Harvey, R. S. Henders and J. W. Hagemeister, all of the University of Saskatchewan.

During the period in which the cadets were training, Lieut.(P) E. A. Myers was attached to RCAF Station, Trenton, for duty as flying instructor and as naval liaison officer. Lieut. Myers has since been appointed to RCAF Station, Centralia, for similar duties.

The cadets who went to Shearwater for observer training studied air navigation, communications and radar and did about 40 hours flying time. Their instructors were Lieut.(O) R. E. Quirt, CPO R. W. Hogg and PO R. E. N. Geale.

Those who successfully completed the course were Cadets R. J. Donnais, University of Alberta; R. B. Evans, R. A. King and W. J. O'Brien, McGill; H. Goosen, University of Manitoba; E. A. Kieser, UBC; R. D. Reid, Dalhousie; C. L. Robinson, Memorial University, and R. W. Winter, UNB.

Both pilot and observer students will continue with their flying training next year.

Lieut.-Cdr. T. C. MacKay Dies from Accident Injuries

Lieut.-Cdr (C) Thomas C. MacKay DSC, RCN, 30, commanding officer designate of HMCS La Hullose, died in hospital in Denver, Colorado, September 12 from injuries received in an auto accident near Greybolls, Wyoming, five days earlier.

Lieut.-Cdr. MacKay had been on leave prior to taking up his new appointment and, accompanied by Mrs. MacKay, was motoring east when the accident occurred. Mrs. MacKay was injured but not seriously and their six-year old daughter was unhurt.

A native of Winnipeg, Lieut.-Cdr. MacKay entered the RCN as a cadet in August 1939. He took his early training with the Royal Navy and served in HMS Renown in the



Cadets who took observer training at the RCN Air Station during the summer went to the seashore for part of their course and received practical instruction in ditching and dinghy drill. In the top photo, PO David Steele shows a group of cadets the workings of a dinghy pack. In the photo at the right, Cadet C. L. Robinson, of Bay de Verde, Nfld., practices riding in his inflated raft. (DNS-5648 and 5650).

Atlantic and Mediterranean for a year-and-a-half. He joined HMCS Saguenay in August 1942 and remained in her until the following March, when he became executive officer of HMCS Columbia.

In November 1943 he was appointed executive officer of HMCS St. Laurent and while so serving was awarded the Distinguished Service Cross "for good services in the destruction of a submarine" and for the part he played on the same voyage in the salvaging of a burning merchant ship. (See Crowsnest, March 1951).

A communications specialist, Lieut.-Cdr. MacKay had served since the war as communications officer in HMCS Warrior, on the staff of the Director of Naval Communications at Headquarters and, most recently, as staff communications officer with the Naval Member of the Canadian Joint Staff, Washington.

A tribute to Lieut.-Cdr. MacKay was paid by Captain W. B. Goulett, USN, Director of Naval Communications at Washington, in the following



message to the Director of Naval Communications at Ottawa.

"The officers of the Division of Naval Communications join me in expressing to you and your staff our sympathy in the death of Lieut.-Cdr. Thomas MacKay, RCN. His exceptional professional ability and friendly attitude contributed much to the spirit of co-operation which exists between our two services. We mourn the loss of a good friend and fellow naval officer."

Lieut.-Cdr. MacKay was buried with full naval honors on September

19 at Vancouver, his family's home in recent years. Chaplain (P) Thomas Bailey, of HMCS Discovery, officiated and ships and establishments in the Pacific Command flew their colors at half-mast during the services.

PO Roy Fitchett Man of Many Talents

There is one sailor in HMCS Ontario who freely admits he always has plenty of time on his hands.

Petty Officer Roy Fitchett, of Victoria, whose regular duties involve instructing and regulating in the radar branch, pursues another profession which has proven both interesting and profitable. By virtue of his skill at repairing and cleaning watches, he is the ship's jeweler.

It is a common sight to see him wearing several watches which have been turned to him for repairs. In one corner of the office which he uses as a shop there are as many as 20 time-pieces awaiting his attention and they occupy most of his off-duty hours. And when he isn't fixing watches, PO Fitchett very likely may be found entertaining some of the ship's company at the piano, for he is also an accomplished pianist.

Fitchett learned his trade as a jeweler's apprentice in Victoria, but life ashore didn't appeal to him and in 1944 he joined the RCN.

He hasn't regretted his decision and his shipmates provide him with plenty of opportunity to practice his skill, both as a jeweler and as a pianist. — *D.D. McC.*



The delicate mechanism of a watch is examined by PO Roy E. Fitchett of Victoria, as he pursues his spare time hobby. Fitchett, who regulates and instructs in the radar branch in HMCS Ontario, was a former jeweler's apprentice in Victoria before he joined the RCN in 1944. (OC-773)



Instructor Commander George Amyot, newly arrived from the West Coast, won the 1951 Atlantic Command golf championship, posting a low gross score of 81 over the Ashburn golf course at Halifax. Commander Amyot is shown receiving the Oland Rose Bowl trophy from Surgeon Captain E. H. Lee. In the centre is Lieut. F. C. Pettit, who was runner-up with a score of 82. (HS-15750).

Three RCN Men Qualify as Gunnery Instructors

Three men of the Royal Canadian Navy successfully completed a gunnery instructor course at the Royal Naval Gunnery School, HMS Excellent, at Portsmouth in September. The three new GIs are CPO Adam Cochrane and Petty Officers Cecil Ronald Cruickshank and David Edward Graves.

Navy League Awards UNTD Scholarships

Scholarships valued at \$150 each have been presented by the Navy League of Canada to nine sea cadets and former sea cadets attending Canadian universities and planning to enroll as cadets in University Naval Training Divisions.

Capt. T. D. Kelly, Toronto, chairman of the Navy League's National Scholarship Committee, announced that the following are UNTD scholarship winners:

David H. Mitchell, Chester, N.S. (Acadia University); Robert Charette, Timmins, Ont. (University of Toronto); Daniel W. Buss, St. Vital, Man. (University of Manitoba); Donald Jackson, Saskatoon (University of Saskatchewan); John H. Mackenzie and David Marsden, both of Wainwright, Alta. (University of

Alberta); Edward Brady and James Kennedy, both of New Westminster (University of British Columbia); and Alfred S. Barker, Jr., North Vancouver (U.B.C.).

Seven Men Promoted for University Training

Seven men of the Royal Canadian Navy have been promoted from the lower deck to the rank of cadet and have enrolled at various Canadian universities for courses under the navy's university training plan.

They are Cadets Douglas Jebson, 22, of Burnaby and Oyama, B.C.; John U. Graham, 22, of Stratford, Ont., and Edmonton; Andrew J. Nicol, 22, of Mount Forest, Ont.; Robert J. Ledingham, 23, of Indian Head, Sask.; Russell J. Volker, 23, of Erskine, Alta., and Whonock, B.C.; George Ernest Bourne, 24, of Toronto, and John D. O'Neill, 23, of Saint John, N.B., and Pointe Claire, P.Q.

Prior to promotion, Cadet O'Neill was a petty officer, Cadets Nicol and Ledingham were leading seamen and Cadets Jebson, Graham, Volker and Bourne were able seamen.

All seven qualified under the scheme whereby men from the lower deck may attend university at service expense. On the successful completion of their courses they will be promoted to commissioned rank.

ONTARIOS HONOR FORMER 'BUFFER'

*CPO Donald Calder Elected
by Ship's Company
of Cruiser*

NORMAL practice is for The Crowsnest to ask a particular ship or establishment to elect a Man of the Month and forward his biography and photograph for publication in a specified issue.

But when the ship's company of HMCS Ontario learned that Chief Petty Officer Donald Calder was going ashore after a 31-month reign as "Buffer" aboard the cruiser, they didn't wait to be asked. As a spontaneous tribute to his ability and personality, they elected CPO Calder as Man of the Month, and turned the writing and arranging over to their Crowsnest correspondent.

It's an excellent "Buffer" who is both popular and respected, for with him in the saddle the work to which he tells off the hands, and which he supervises, is done cheerfully, quickly and efficiently. Absent are the two most common causes of slackness — resentment and contempt.

So it was in the Ontario during the two-and-a-half years that CPO Calder was aboard as Chief Boat-swain's Mate. The job of "Buffer" in a ship the size of the Ontario is not an easy one. Adding to his difficulties is the frequent sparsity of experienced hands, caused by the heavy demand for training billets. Calder, however, took the job in stride and, in his quiet but capable manner, consistently got top-drawer results.

Donald Sutherland Calder comes from one of those places which rate among the more unlikely sources of navy men — "buffers" or otherwise. He was born in Revelstoke, B.C., a railroading town nestled in the towering Selkirk mountain range.

His father was a locomotive engineer and railroading was — and still is — in Don's blood, but that didn't stop him from leaving the mountains to see the world. He chose the Navy as the quickest means of accomplishing his ambition and in October 1932 entered the RCN as a 17-year-old boy seaman.

He took his basic training in Naden, then went to sea in the Skeena, serving in the destroyer for more than three years. Early in 1937 he went to the United Kingdom as

one of the commissioning crew of HMCS Fraser.

A year later he was drafted aboard the old minesweeper Armentieres and in her, Calder recalls, he really developed his "sea legs."

When war broke out he was drafted to Naden as a new entry instructor and during his hitch ashore he acquired his leading seaman's "hook," his QR2 rate — and a wife.



CHIEF PETTY OFFICER
DONALD CALDER

In February 1941 Calder was drafted aboard HMCS Alberni, the first corvette to be completed on the West Coast, and in her he acquired his first experience as a "Buffer." Calder sailed in the Alberni to Halifax, by way of the Panama Canal, and saw North Atlantic convoy service aboard the corvette for nearly a year. During this period he was rated petty officer.

In October 1942 he returned to the West Coast and joined the auxiliary cruiser Prince David, then serving on convoy and patrol duty in Aleutian waters.

Leaving the Prince David, Calder spent a short time ashore on courses,

then travelled back to the East Coast to join the corvette Regina as Chief Boatswain's Mate. In February 1944 he went ashore as a chief petty officer to qualify as a quarters rating 1st class in the Gunnery School at Cornwallis.

On completing his course he returned to sea, this time in the frigate Antigonish, which was serving with an escort group in European waters. On VE-Day the ship was in the Bay of Biscay and despite rumors of a quick trip home it was not until two months later that the Antigonish sailed with the last group of ships to leave Londonderry for Canada.

Calder's first peace-time move was to take a long and well-earned stretch of leave. Then he rejoined the Antigonish in time to sail her from Halifax to the West Coast. When the ship paid off into reserve he went ashore at Esquimalt and served, among other things, as Dockyard Bos'n.

CPO Calder became "Buffer" of the Ontario in January 1949 and while serving in her he saw quite a bit of the world, travelling to the Caribbean, Alaska, Pearl Harbor, Australia and New Zealand, as well as to a number of ports on the west coast of the United States.

Now, after nearly 20 years of service, he is serving out his time in Naden prior to going on pension in May 1952.

He'll still be a young man (37) when he retires from the Service and he intends going into railroad work as a means of keeping active, as well as adding to his income.

Don is one of three brothers to serve in the Navy. An older brother, "Took," went down with the Margaree in 1941. A younger brother was in the Service during the war and is now a locomotive fireman in the interior of B.C.

Calder's favorite sport is skiing, which is to be expected of a person coming from Revelstoke, for many years one of Canada's most prominent ski centres. As a youth he did quite a bit of competitive skiing and enjoyed considerable success.

Asked if he intends to pursue this hobby when he leaves the Service,

(Continued on Page 32)

LOWER DECK ADVANCEMENTS

Following is a further list of advancements of men on the "lower deck". The list is arranged in alphabetical order, with each man's new rating, branch and trade group shown opposite his name.

ABBOTT, Harry D. LSEM1
 ADOLPHE, Ralph P2BD2
 ALEXANDER, James R. LSAAS
 ANDERSON, Hamish F. LSQRS
 ANDERSON, Robert W. LSQRS
 ANDREWS, James K. LSAA1
 ARTHURS, Malcolm G. P1RT4
 AVELING, William H. C1G13
 BAILEY, Peter H. C2RA4
 BALL, Donald V. P2M02
 BARWIS, Dewey I. P1PT1
 BASTARACHE, Emery O. LSQRS
 BAUDAIS, Victor J. P2EA3
 BELL, Kenneth F. LSEM1
 BERG, Diedrich T. LSTDS
 BERNARD, Paul A. LSTD1
 BISHOP, Robert E. LSEM1
 BLAIKIE, Robert N. P1LR1
 BOTTOMLEY, Bruce R. P2TD1
 BOURNE, Norman L. P1ET4
 BOVEY, William I. P1EA4
 BOWACK, Robert H. P1QR1
 BOWNESS, Kendrick W. LSRPS
 BRADFORD, Sydney H. LSAAS
 BRAITHWAITE, Richard A. LSEM1
 BREVIG, Arthur M. C1ET4
 BROOKS, David R. LSTD1
 BUDD, Robert J. P1RA4
 BURLOCK, Ernest E. P2EG3
 BURRY, Thomas I. P1LR2
 BUTLER, Gerald M. P1ER4
 CALDWELL, Glen R. C2RA4
 CAMP, Donald B. LSEM1
 CARLSON, John Mac. LSEM1
 CARRUTHERS, William C. C2P13
 CARTER, Thomas B. C2QM2
 CASMEY, Robert A. P2TD1
 CASWELL, William R. LSAA1
 CAUGHT, Ronald A. P1RC1
 CHABON, Frederick LSEM1
 CHAMPION, Gordon F. LSEM1
 CHARTIER, Albert P1SM2
 CHATTERTON, Jack. P2ET3
 CHILDHOUSE, Elmer H. P2ET3
 CLEMENT, Andrew B. LSEM1
 COLLINS, Albert E. LSLR1
 COLQUHOUN, Gordon E. LSTD1
 CONNOR, Milton G. P2TD1
 CONNORS, John F. LSTD1
 CORBETT, Theodore J. P2RT3
 CORBIN, Robert J. LSTD1
 COUSINEAU, Jean P. P2VS3
 COVEY, Fred A. LSBD1
 CRAM, Daniel K. C2AA2
 CRAMER, Cecil C. C2ER4
 CRAWFORD, Ronald F. LSTDS
 CRIBB, John J. LSEM2
 CURRIE, Graham A. LSEM1
 CURTIS, Arthur J. P1RA4
 CURTS, Ronald G. LSMO2
 D'ANJOU, Real. LSEM1
 DAVY, Teddie G. P2RT3
 DAYTON, Arthur D. LSSM1
 DE MOISSAC, Paul H. LSEM1
 DICKINSON, Peter R. LSEM1
 DIGUER, Alfred L. LSMO1
 DODDS, Elmer J. C2QR2
 DOWDALL, Francis T. LSEM1

DOWLING, Robert S. LSSM1
 DOYLE, Peter M. LSQRS
 DRAKE, Ian A. LSBD1
 DUFOUR, Irenee R. LSSM1
 DUNBAR, William E. P2SM2
 DUNCAN, Cecil A. LSTDS
 DUNCANSON, Frank T. P2SM2
 DUPCHAK, Richard M. C2RA4
 EDMUNDS, James F. LSAA1
 EDWARDS, Donald J. LSSM1
 EDWARDS, John LSAAS
 EHLER, Charles L. P1SM2
 ELLISON, Raymond P1PT1
 FAA, Harold M. LSED3
 FEE, James P. P1AA2
 FERGUSON, Elmer A. P2ET3
 FISHER, David P2BD2
 FLANAGAN, Leonard G. LSR1C
 FLETCHER, Barrie E. LSBD2
 FOLEY, Lionel J. LSRPS
 FOWLER, Arthur C. LSSM1
 FRANKENFIELD, Thomas D. P2RC1
 FREDETTE, Arthur D. LSEM2
 FREEMAN, Manfred A. P1RP2
 GALLEY, Thomas C. LSPH1
 GEROUX, William R. LSAAS
 GILES, William S. LSPH1
 GILLES, James V. LSAAS
 GINLEY, Edward W. LSAA1
 GOLD, Andrew A. LSAAS
 GOLDEN, Kenneth V. LSSM1
 GRAHAM, Raymond J. P1RP1
 GREEN, Harold V. P1RA4
 GROVES, John E. P2SM2
 GUBBINS, William F. P2BD2
 HAAS, Russell C. LSEM1
 HAGEN, James E. LSTDS

HAMM, James G. C1SM3
 HANSEN, Harold L. LSSM1
 HARBIDGE, Ronald V. P2BD2
 HARRAH, Newton N. LSEM1
 HENDERSON, Leroy C. LSSM1
 HERMAN, Herbert L. P2ET3
 HOGG, William R. P2RP1
 HOLDEN, James D. P2EA3
 HOLMES, Calvin J. C2AA2
 HORNCastle, Robert F. LSRP1
 HOWE, Charles A. C1ER4
 HUGHES, Bernard A. LSP1T
 HUNTER, Donald F. P2EA3
 HUMPHRIES, William G. LSSM1
 HUTCHINGS, Curen J. LSTDS
 HUTCHINSON, Wallace H. LSPH1

IRVING, David C. P1RA4

JACOB, Richard M. P1RA4
 JARVIS, George F. P1ET4
 JOBBORN, Franklin E. C2RA4
 JOHNS, Edward L. LSMO1
 JOHNSON, Eirukur H. LSTDS

KENYON, Chester G. LSQRS
 KISHKAN, Anthony J. P2RT3
 KNIGHT, John A. P1RT4
 KOBES, William A. LSRPS

LACROIX, Reginald E. LSSM1
 LAMPSHIRE, Gordon W. LSSM1
 LAPLANTE, Jean-Guy LSEM1
 LARSON, Lawrence W. P1RT4
 LECLAIR, James L. LSEM1
 LECUYER, Peter G. C2QR2
 LEDINGHAM, Robert J. LSEM1
 LITTKE, Clarence E. LSRCS
 LOGAN, Donald K. LSEM1
 LONGEWAY, Michael J. P2LR1
 LONGMUIR, Malcolm M. LSRCS
 LOTHAIN, Gordon D. P1RT4
 LOWMAN, Charles E. C1RA4

McALLISTER, Wilfred B. P1RA4
 McARTHUR, Archie P2ET3
 McCALL, Joseph R. C2SM3
 McDONALD, Melvin A. LSTDS
 McELROY, Donald K. LSPT1
 McGREGOR, John H. LSLR1
 McIntosh, Alexander S. LSQRS
 McKAY, Robert E. LSEM1
 McKEE, Donald R. P2TD1
 McKINSTRY, Grant R. LSRCS
 MacPHAIL, Alfred J. LSEM1
 MacRITCHIE, Murdo M. P2SM2
 MADDOCKS, Robert B. LSQRS
 MAJORKE, Millian C2ET4
 MARKLINGER, Carmen F. P2RT3
 MARTIN, Kenneth E. LSPH1
 MARTIN, Norman E. P1SM2
 MATHEWSON, John W. LSEM1
 MEADWELL, John G. P1RP2
 MEREDITH, Malcolm G. C2QM2 (NQ)
 MILLER, Eugene V. LSPH1
 MINCHIN, Harry L. P1SM2
 MINKOFF, Christopher LSSM1
 MINTON, Gordon E. P1RT4
 MITCHELL, Harvey L. LSRPS
 MOODY, Charles S. LSBD1
 MOORE, Ewen A. C1G13
 MORASH, Alan R. P1SM2
 MORO, Louie J. LSQR1
 MORRISON, Robert C. P2EG3
 MOUSSEAU, Joseph L. P1RA4
 MULDOON, John W. LSSM1
 MUNDELL, Bertram A. LSLR1
 MURPHY, Frances G. LSEM1
 MURPHY, Norman V. LSQRS
 MURPHY, Patrick F. LSQRS



A G-man and a "G" specialist got together when HMCS La Hulioise took delegates to the annual convention of the Chief Constables Association of Canada to sea off Halifax for an afternoon. The G-man is Joseph Thornton, special agent in charge of the FBI bureau in Boston. Chatting with him is Commander T. C. Pullen, commanding officer of the frigate, a gunnery specialist and former officer-in-charge of the "G" School at Halifax. (HS-15796).

MUTTER, Hugh C.....LSRCS
 MYERS, Frank S.....P2ET3

NAIRN, David A.....LSEM1
 NASH, Michael P.....P1SM2
 NAYLOR, John J.....LSRP1
 NEILSON, William G.....P1AA2
 NEMETH, Alex S.....LSEM1
 NEWMAN, George A.....LSLRS
 NICHOLSON, James.....LSLRS
 NOWLAN, Joseph R.....C2RA4

OAKLEY, George L.....C2ET4
 ORCHARD, Kenneth J.....P2SM2
 OUELLET, Guy.....LSRPS
 OVESTTRUD, Erick J.....P2ET3

PARISE, Edward J.....LSRP1
 PATE, Richard E.....C2ET4
 PEATMAN, John.....LSEM1
 PENNEY, Ewart R.....C2RT4
 PERKINS, James A.....LSRPS
 PERR, Joseph A.....C2SH4
 PETERSEN, Eric G.....LSEM1
 PETTER, John C.....P2EA3
 PETTIGREW, Kenneth A.....LSSM1
 PLUME, Thomas C.....C2MR3
 POLLOCK, Evan D.....P1QM1
 POPE, George R.....LSEM2
 PRATT, Donald E.....P2SM2
 PRICE, Harold E.....P2ET3
 PURCHASE, Donald W.....P1EA4
 PURDY, William J.....LSAAS
 PURSE, David C.....LSEM1

RADBURN, John A.....LSEM1
 RAESIDE, Vaughan F.....LSEM1
 RAMSAY, James L.....LSEM1
 RAPER, William C.....LSED3
 RAWLINGS, Henry.....P2EG3
 RECICA, Joseph J.....LSLRS
 REDDEN, Clarence A.....C1RT4
 REID, Walter W.....C2RT4
 REILLEY, George W.....LSEM1
 RHEUBOTTOM,
 William A.....P1PT2
 RODGER, Robin Q.....C2RT4
 RODGERS, Carl H.....C2SM3
 ROWAN, George W.....LSAAS
 ROY, Leopold.....P2AA1
 ROY, William S.....P2EG3
 ROYEA, Francis A.....LSQR1
 RUDDICK, Raymond H.....LSRPS

ST. LAURENT, Gilbert.....LSRP1
 SALLIS, Ronald C.....P1PT2
 SCOTT, Victor G.....C1SM3
 SCOTT, William L.....LSBD2
 SCRATCH, Thomas W.....P2TD1
 SERIGHT, Harry.....P2RT3
 SEWELL, Richard L.....P1SM3
 SEXSMITH, Arthur E.....C2RT4
 SHAW, Gilbert H.....P2AA1
 SHEPPHERD, Edward G.....C2SM3
 SHERRER, Ross E.....LSAAS
 SHILLINGTON,
 Clifford T.....LSAA1
 SHOFF, Dennis Mc.....LSEM1
 SHUSHACK, Egnace.....P2LR1
 SIMMONDS, William H.....LSQR1
 SIMMONS, Frederick J.....P2BD2
 SLACK, Edward J.....P1EA4
 SLOVA, George P.....LSAAS
 SPICER, Daniel C.....LSEM1
 SPRAGGE, Robert L.....LSTD5
 STEINMAN, John E.....LSEM1
 STEPHENS, Thomas V.....LSEM1
 STEPHENSON, Charles W.....P1QM1
 STEVENS, Ronald G.....LSAAS
 STEWART, John B.....P1RC1
 STEWART, John H.....C2RA4
 SUTHERLAND,
 Ronald E.....P1EA4

TAGGART, Norman R.....LSEM1
 TALBOT, Donald M.....LSAAS
 THOMPSON, Kenneth H.....P1RC1
 TREVOR, Gordon.....C1RT4

UNSWORTH, John R.....LSQRS

VAN ALSTYNE,
 William H.....LSTD5
 VANDER SCHAAF,
 Reginald A.....LSRPS

WACKETT, Ernest E.....P1AA1
 WALKER, Clifford L.....LSQRS
 WARNER, Wilfred G.....P1LR1
 WATSON, Gerald E.....LSEM1
 WEBB, Jack P.....LSEM2
 WEBER, Allan F.....C2RT4
 WEIR, David R.....P1EA4
 WELLS, Edwin E.....P2RP2
 WESTOVER, Albert E.....C1MR3
 WILKINSON, Bernard H.....P2AA1
 WILLIAMS, Robert B.....C2ER4
 WILLIAMS, Robert O.....P1AA1
 WILSON, Lawrence R.....P1RA4
 WINTER, Reginald.....C2GI3
 WRAITH, George W.....P2EA3

YEATS, Ronald A.....LSRP1
 YORKO, John C.....P2TD1
 YOUNG, Wesley H.....LSEM1



The tri-service precision squad, originally formed for the Canadian National Exhibition, was kept in being for two highly important events which occurred subsequent to the CNE. Members of the squad alternated in forming a guard at the entrance to the Parliament Buildings, as pictured above, during the NATO conferences in Ottawa, and on October 10 the entire squad formed a guard of honor for Their Royal Highnesses, the Princess Elizabeth and the Duke of Edinburgh, when they arrived in the capital city. Left to right in the photo are AB John Parent, AB Fred Webster, Pte. Alfred Johnston, Pte. Albert Elley, LAC Arnold Forrester and AC2 Fred Morgan. (0.2040.-9).

Weddings

Lieut. Bryan L. Judd, HMCS Stadacona to Miss Gilliam Iris Young, of London, England.

Lieut. (P) Alexander E. Fox, 871 Squadron, to Miss Lillian Gertrude Theriault.

Sub-Lieut. (E) L. M. Bluteau, HMCS Tecumseh, to Miss Theresa Celeste McGinn, of Assiniboia, Sask.

Petty Officer William E. McCaw, HMCS Naden, to Miss Alice V. Harding, of Revelstoke, B.C.

Able Seaman Richard Grant, HMCS Micmac, to Miss Meta Rogers.

Able Seaman John Newton, HMCS Micmac, to Miss Esvelda Pennicchiatti.

Able Seaman D. C. Baker, HMCS Micmac, to Miss Dorothy Creighton.

Able Seaman R. Miettinen, HMCS Micmac, to Miss Joyce Park.

Able Seaman R. Beddell, HMCS Micmac, to Miss Doris Lewis.

Able Seaman W. Joudrey, HMCS Micmac, to Miss Ruth L. Dauphines.

Able Seaman William J. Wedge, HMCS Stadacona, to Miss Florence Ann Rankin, of Cape Breton.

Able Seaman LeRoy Vaughan, HMCS Stadacona, to Miss Marian Sullivan, of Halifax.

Able Seaman James Gordon Bell, HMCS Wallaceburg, to Miss Margaret Adelaide Grant, of Hamilton, Ontario.

Able Seaman Milton T. Euler, HMCS Wallaceburg, to Miss Rita Agnes LeJene, of Halifax.

Able Seaman Donald Buchanan, HMCS Nootka, to Miss Theresa M. Melanson, of Halifax.

Births

To Lieut.-Cdr. (L) R. M. Battles, HMCS Stadacona, and Mrs. Battles, twin boys.

To Lieut. John E. Mahoney, HMCS Stadacona, and Mrs. Mahoney, a daughter.

To Lieut. (MT) Harold Jamieson, HMCS Stadacona, and Mrs. Jamieson, a son.

To Commissioned Gunner (TAS) Lorne Gibson, HMCS Naden, and Mrs. Gibson, a son.

To Sub-Lieut. P. G. Bissell, HMCS Sioux, and Mrs. Bissell, a son.

To Chief Petty Officer Cecil E. Buckley, HMCS Naden, and Mrs. Buckley, a daughter.

To Chief Petty Officer Norman Brumm, HMCS Stadacona, and Mrs. Brumm, a son.

To Petty Officer Noel F. Williams, HMCS Sioux, and Mrs. Williams, a son.

To Petty Officer G. B. Nicholson, HMCS Scotian, and Mrs. Nicholson, a daughter.

To Petty Officer Victor Dyer, HMCS Stadacona, and Mrs. Dyer, a daughter.

To Petty Officer Harvey B. Cooke, HMCS Wallaceburg, and Mrs. Cooke, a son.

To Ldg. Sea. Eric Harman, HMCS Stadacona, and Mrs. Harman, a daughter.

To Able Seaman Owen L. Smith, HMCS Stadacona, and Mrs. Smith, a daughter.

To Able Seaman G. E. McGregor, HMCS Sioux, and Mrs. McGregor, a son.

To Able Seaman T. P. Larkin, HMCS Sioux, and Mrs. Larkin, a son.

To Able Seaman John Gritt, HMCS Micmac, and Mrs. Gritt, twin sons.

To Ord. Sea. Roy Chaisson, HMCS Micmac, and Mrs. Chaisson, a son.

'Ruth' Gets Rough

*Destroyers Take Beating
as Typhoon Belies
Gentle Name*

ON BOARD HMCS ATHABASKAN—Last year it was Clara, this year it was Ruth—and the Canadian destroyers Sioux and Athabaskan would be just as happy if they never met either of them again.

Clara was the typhoon that gave the Cayuga, Sioux and Athabaskan a severe buffeting while they were on passage to Hong Kong from Japan last November. On that occasion the Sioux, starting later than the other two ships, was caught in the full fury of the storm and received considerable damage.

When it was over, there were few on board but did not agree that Clara was the meanest of her kind they had ever encountered.

Then along came Ruth: Ruth was an October typhoon that came howling up the China sea. Storm warnings were hoisted and many ships in port were sent to sea to get clear of Ruth's rampaging path.

The Sioux sailed in company with the Australian carrier Sydney and the Netherlands destroyer Van Galen. They hastened to the "safe" semi-circle and the Sioux, mindful of last year's experience with Clara, prepared for the worst.

Ruth, when she struck, proved even more ugly than her sister. The weather observers said, in fact, that she was the worst typhoon to hit the area in 20 years.

The Sioux won't argue with that claim. Mountainous seas that accompanied the typhoon bashed in a gun shield; buckled the forward bulkhead of the petty officers' mess and started it from the deck; knocked two Bofors guns out of alignment; smashed all the boats beyond repair and carried away most of her carley floats. A number of depth charges broke loose and were washed over the side.

The Athabaskan, meanwhile, had put to sea with HM Ships Belfast and Unicorn. They made it to the "safe" semi-circle, but took a heavy pounding, all the same, from winds up to 70 miles per hour and waves as high as 40 feet.

Roaring seas swept over the Athabaskan's waist and quarterdeck. For a time, traffic on the upper decks was impossible and officers on watch on the bridge had to carry on for hours past their relief time.

There was good work done that day

as officers and men carried out dangerous but essential tasks. Many went about soaked to the skin for hours. Two men received minor injuries when caught by heavy seas.

In the forward messdecks, water streamed down through storm-damaged deck ventilators, soaking men and gear. In the wardroom, furniture piled itself up on the port side and stayed there in a heap.

On the upper deck, at one period, a number of seamen struggled to secure the ship's boats on the port side after their lashings had carried away. It was hard, tricky work but they completed it without accident.

The storm lasted for long, dragging hours. Finally, early in the morning, the screaming winds lessened and the sea began to subside. It was time to assess the damage, which proved not to be as great as expected.

The starboard motor cutter had been stove in, the starboard whaler had been similarly damaged and a carley float had disappeared. There was other damage of a minor nature but, all in all, the "Athabaskan" was able to consider herself fortunate, particularly in comparison with the Sioux, on whom Ruth—like Clara—had seen fit to bestow the bulk of her favors.

The Cayuga did not make the acquaintance of Ruth, being on patrol in an area outside the typhoon's path. She wasn't sorry.

QUEBEC TO HAVE 'LITTLE CORNWALLIS'

A basic training school is scheduled to open early in January at Quebec City for French-speaking recruits of the Royal Canadian Navy.

The new school's classrooms will be located in the Quebec naval division, HMCS Montcalm. A former army building, located next door to Montcalm, has been acquired by the Naval Service and will be used as barracks accommodation for those attending the school.

Commander Marcel J. A. T. Jette, of Montreal, who recently was appointed commanding officer of Montcalm, has also been appointed officer in charge of the basic training school.

All instructors are bilingual. The course, of six months' duration, will be given in both English and French languages. Naval history, seamanship and parade ground training will be included in the curriculum. On completing the course, candidates will go to HMCS Cornwallis for advanced training.

Senior instructor for the new school, which has been nicknamed "Little Cornwallis" by the staff, is Instructor Lieut.-Cdr. J. E. Boule of Montreal, who formerly served at Cornwallis in the capacity of an instructor.

At present in Quebec City with Lieut.-Cdr. Boule preparing for the opening of the school are Instr. Lieut.-Cdr. R. L. M. Picard of Westmount, P.Q.; Instr. Lieut.-Cdr. R. D. Campbell, Chase, B.C., and Instr. Lieut. R. J. Leclair, Charlottetown.



A former destroyer, HMS Relentless, is pictured leaving Portsmouth harbour for trials following her conversion to an anti-submarine frigate. The Relentless and her sister-ship, HMS Rocket, are prototypes embodying a number of new features. The conventional bridge has been taken away and in action the captain would "fight" the ship from an operations room, a periscope giving him an all-round view. The destroyer escorts being built for the RCN will have a similar arrangement. (UK Information Office photo).

THE RORQUAL

by WALTER BAZLEY
in the Trinity University Review

LIFE appeared good to the Admiral at that moment. He stood on the veranda of his official residence and surveyed the harbour of Trincomalee. A breeze played across the three miles of water and kept the ships windrode and the flags flying; it was not always as pleasant as this seven degrees north of the equator. The harbour was virtually empty compared with a few months before, when the war with Japan had been in full swing; there were a couple of

cruisers, half a flotilla of destroyers and the usual collection of smaller ships—frigates, minesweepers, tugs, boomships and landing craft.

A flotilla of minesweepers was weighing anchor.

"Lysander requesting permission to proceed, sir," said the flag lieutenant.

"Proceed. Add good-bye and good luck." The chief yeoman wrote it down and gave it to a signalman who ran up to the tower and began to tap it out.

The Lysander passed the boom with the other seven ships in line astern of her, and her bows dipped as she met the first roller of the Indian Ocean. She was making a signal—"Whale blowing ahead of me."

"Extraordinary to be so close in," said Flags as he read it. Jason, the half leader, turned at the boom and signalled—"Large whale on my port hand. Appears to be entering harbour." Ten minutes later the last minesweeper was standing for sea, and at that moment a huge black form broke surface and blew about two cables from the Admiral's veranda.

"Good Lord," said the flag lieutenant. "Shall I make a general signal for ships to recall their boats?"

"General recall. Ships clear the water of swimming parties."

"Aye aye, sir," said Flags.

Meanwhile, in His Majesty's Fleet Minesweeper Jaseur, lying at anchor, the Captain was just descending into the cutter in response to an invitation for a discussion about the next minesweeping operation from the Captain of the Minstrel. He observed that the officer of the day was not saluting him and the side boy was not piping the side. Any remark which he had been about to make was cut short by the noise of compressed air and water being shot to the height of the Jaseur's mast at a distance of thirty yards or so from the ship's side. The Captain climbed back on board.

"That thing's a bloody menace," he said.

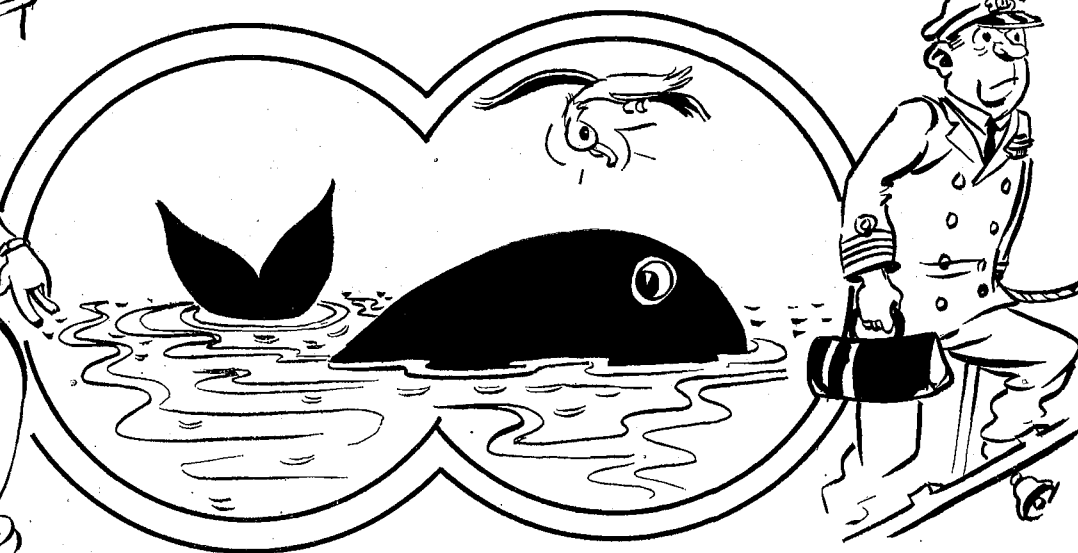
"Shall I make a signal about it?" asked the officer of the day. The whale shot another half ton of water into the air.

"To Admiral Commanding, repeated all ships present: Whale in harbour. Consider it a rorqual. Now you'd better hoist the boat!"

"What the devil's a rorqual?" said the Admiral. Flags said he would find out and added helpfully, "Would it be a good idea, sir, if we called up the boom defence officer and told him not to let any more come in?"

"If he closes the boom then this brute will never get out. Good Lord, the blasted thing won't be here for long. It's probably just got lost."

The flag lieutenant signalled Jaseur



and got the information that a rorqual is a giant blue whale. Common in the Indian Ocean. Harmless.

A signal came from Minstrel — "Whale upset my cutter returning to ship. Crew rescued. Three tons victualling stores lost."

"Flags, make a signal to the Motor Torpedo Boat flotilla to come to immediate notice, and if it isn't out of the harbour in half an hour they can chase it out!"

The MTBs spent an amusing afternoon. All the ships' companies turned out on the upper decks to watch them and offer encouragement. The officers made chatty signals to their friends on the bridges of the nearby ships. Loud hailers and talkie-talkies were turned on.

The Admiral was in personal charge of the operation in his blue and gold power boat. The MTBs weaved around the harbour at 33 knots in accordance with the Admiral's predictions of the future movements of the whale. But the whale appeared to be enjoying it. He would watch the MTBs racing toward him, then snort a couple of times, throw his tail into the air and dive, or "sound," as it is called. Then minutes later he would break surface a mile or two away, and the performance would be repeated. After four and a half hours the Admiral called it off.

Meanwhile the life of the harbour was paralysed. Boats could not go inshore with libertymen until the Admiral saw fit to cancel his order of general recall. The beer in the Fleet Club remained undrunk. The ice cubes in the officers' bar were melting.

"Where has it gone now?" asked the Admiral as he emerged from a shower.

"Minstrel reports that it's in shallow water near the seaplane base," replied Flags.

"Do you think whales sleep soundly?"

Flags said he didn't know. The Admiral frowned. In the Royal Navy one never doesn't know. One will find out. That is the way to lose seniority.

"Tell a couple of fleet tugs to raise steam and when they have passed a rope round its tail they can tow it out to sea." The Admiral sank into a comfortable chair. "It won't be difficult now, since we've got it completely worn out. It'll probably die anyway."

By three in the morning, after incredible difficulties, the fleet tugs passed a slip rope round the whale's tail. By five they had towed it out

to sea and slipped it. By ten past five the Admiral had got to sleep, and at six he was wakened by the chief yeoman with a signal from Minstrel to say that the whale was back in shallow water by the seaplane base. The fleet tugs made a long report. The whale was in good condition. They estimated his length to be 165 feet. At one stage he had been towing both the tugs.

"Healthy ———," remarked the signalman who wrote it down.

Later that forenoon the Admiral was talking to the surgeon lieutenant-commander from the hospital. Talk got around to the whale.

"Whales are mammals and suckle their young," said the doctor. "Probably this one came here to deliver its young, just as the salmon goes up a stream for the same reason."

"In that case," said the Admiral, "you are in charge of delivery."

Jaseur made a signal a little later suggesting that the way to get rid of the whale was to use hand grenades. The idea upset the Admiral.

"Make a signal, Flags. General. Consider whale pregnant. Not to be molested."

The whale spent a comfortable day basking in shallow water. During the first dog watch she swam slowly round the harbour eyeing each of the ships with her small black eye and thinking her own thoughts. She took a long look at the Jaseur, but she disregarded the school of friendly dolphins that live by the libertymen's jetty. Then she went back to the seaplane base.

That evening the fleet sat down to write home about the whale. Betting was rife both as to the time of arrival and the number of baby whales. Everyone started to get very sentimental and talked about it in whispers, except for the surgeon lieutenant-commander, who was provided with a MTB so that he could be on the spot the moment he was needed. Jaseur offered him two dozen tins of condensed milk and some K-rations. Minstrel offered him nothing at all. People who laughed it off were considered heartless.

At first light in the morning the decks were crowded. The seaplane base started to signal. Everyone read it. "Delivery commenced 0200. Completed 0300. One baby whale — (a good many hearts sank, only one?) — Mother and child doing well. Taking frequent nourishment."

The surgeon lieutenant-commander's MTB shot out from the

jetty, but the seaplane base was signalling again. "Whale and baby whale proceeding toward the boom. Formation line ahead in sequence of fleet numbers. Speed 10 knots." The MTB stopped engines and watched them pass in the clear water. Then the surgeon lieutenant-commander made a signal to the Admiral repeated all ships present: — "Consider term baby whale misleading. Estimated length 45 feet. Weight 20 tons."

Mother and child passed the boom and when they smelt the fresh monsoon air of the Indian Ocean they flung their tails up together and sounded.

The Fleet in Trincomalee was itself again.

TRAFALGAR

(October 21, 1805)

The smoke drifts clear, there's a mighty cheer,

*The din of the fray has passed,
Why is our Flagship mutely hushed?*

Why is her flag half-mast?

Nelson lies on his quarterdeck,

Hardy kneels by his side.

"How read ye the flags, good signalman?"

"They signal that Nelson . . . died".

Bonaparte met us at Waterloo,

Boney had cause to rue it,

Took stern rebuke from the Iron Duke,

But, mark ye! They both lived through it.

But, through the march of unbroken years,

Faithful as time and tide,

The sailor salutes his quarter-deck,

That's where a Hero . . . died.

'Twas a bitter fight, and a glorious one,

That day, in eighteen-five,

What would they think, those old sea-ghosts,

Were they to return, alive?

(Their Victory's decks were of hewn oak,

We have armored steel, from Clyde.)

Yet still we salute our quarter-deck,

The deck where their Admiral died.

Herman Lordly.

(Courtesy The University Press)

Editor's Note: — The author was aware that the practice of saluting the quarterdeck, where in olden ships a crucifix was mounted, began long before Nelson's time but penned this under the unwritten terms of reference which allow all poets a margin of freedom from fact).

Afloat and Ashore

ATLANTIC COAST

HMCS La Hulloise

The third and last cadet cruise of the year proved to be a strenuous but happy one for the La Hulloise, for it was during this trip that the Cock-of-Walk was finally wrested from the Swansea. (See Navy Plays).

On the two previous cruises to the United Kingdom, the Swansea had copped the trophy.

The La Hulloise spent regatta night at action stations, successfully repelling, by means of well-directed boot and vegetable barrages, the marauders from the Crescent and Swansea who sought revenge for the day's defeat.

On September 19 the ship went briefly to sea from Halifax with delegates to the Canadian Chief Constables' Convention and their wives. A simulated depth charge attack was carried out for the benefit of the guests. Members of the ship's company were extremely hospitable to their home-town police chiefs — not, of course, for reasons suggested by some cynics on board.

Navigation Direction School

Several staff changes have occurred at the school in recent weeks.

Lieut. H. R. Tilley has gone to the Nootka as navigator and has been succeeded as senior staff officer by Lieut. A. L. Collier, who served as navigating officer of the Cayuga during her first tour of Korean duty.

Lieut. B. L. Judd has arrived from course in England to take over as action information officer. CPO R. W. Rose, formerly in the Athabaskan, has taken over regulating duties.

HMCS Micmac

By the time the Mediterranean cruise was finished, the Micmacs had few doubts as to their ship's fighting efficiency. Training, training and more training was the keynote during almost the entire cruise, and after two months of this the results were plain to see.

While the Magnificent and Micmac were based at Malta, every week day was spent at sea on exercises. These included practice with live submarines

and aircraft and firing of anti-submarine weapons, short and long range guns and torpedoes. For the latter a full outfit of "fish" was carried.

The ship is proud of the fact that at the conclusion of the torpedo firing practice all four torpedoes fired were recovered and inboard, with boat hoisted, within 15 minutes.

HMCS Wallaceburg

The Wallaceburg was well represented by AB Robert M. LeClerc in swim meets at Halifax and Dartmouth during the past season.

AB LeClerc was a member of the RCN's relay team which walked off with four of the prizes at the Dartmouth swim meet and also took second place in the backstroke event.

At the Halifax Natal Day races he again repeated his performances with the RCN relay team, and then beat his opposition in the 200-yard backstroke race.

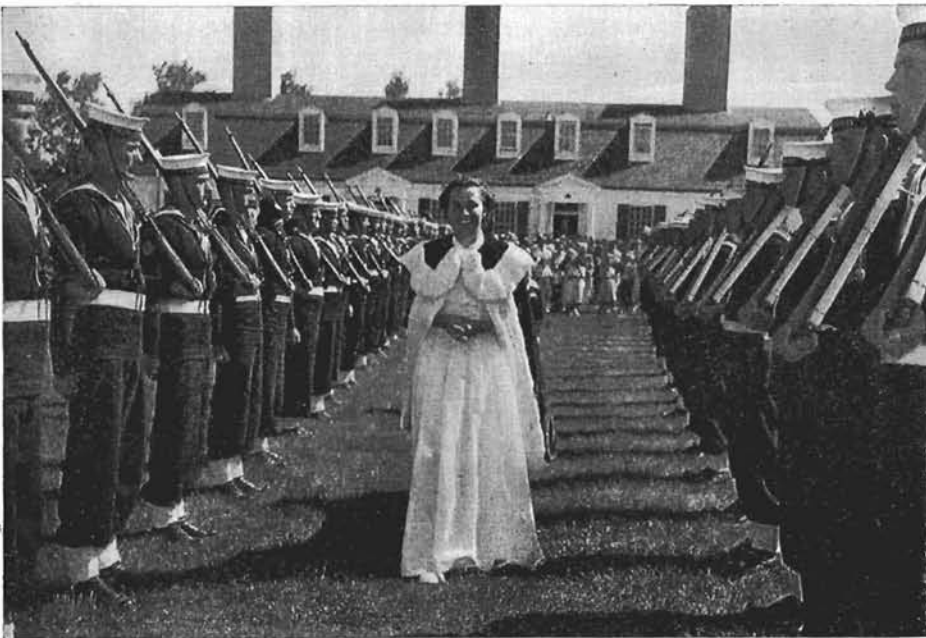
Officers of the ship honored the commanding officer, Lieut.-Cdr. John H. Maxner, at a mess dinner prior to his leaving the ship to take command of HMCS Brockville. He will be succeeded by Lieut.-Cdr. Ian McPhee, who has been serving as first lieutenant of HMCS Crescent.

HMCS Swansea

During the third UNTD cruise to the United Kingdom the Swansea paid a courtesy call to Swansea, Wales, where a gavel was presented by Lieut.-Cdr. J. E. Korning to the mayor on behalf of the reeve of Swansea, Ontario. In return, two photographs were presented to Lieut.-Cdr. Korning to be delivered to the reeve of the Canadian village.

Lieut.-Cdr. W. A. Manfield, formerly executive officer of the Swansea, has left the ship to take up an appointment as equipment and trials officer (gunnery) on the staff of the Flag Officer Atlantic Coast.

Officers and men are now enjoying a leave period, after which the ship is scheduled to make a trip to the United States. The Swansea will also carry out exercises with HM Submarine Artful during November.



Her naval guard of honor stands smartly at attention as the sixth Queen of Annapolis walks to the throne to receive her crown. She is Miss Erna Guyer, of Clemensport, N.S., a stenographer employed in the RCN hospital at Cornwallis. The ceremony took place at historic Fort Anne during the Annapolis Natal Day celebrations, in which Cornwallis took a prominent part. (DB-1089-7).

Communications School

September saw CM 44 split into two new classes, eight prospective CV's and 12 future radiomen, with PO Frank Fenn and PO Robert James Watson as instructors.

CV42 took a month's sea training on board HMCS Crescent during the last training cruise to Europe. This was an innovation and, judging from the enthusiasm of the class and their instructor, PO Jerome Leo Kay, the trip was both enjoyable and instructive.

CM45, a class of 25 budding sparkers and signalmen, commenced its six-week communication course prior to splitting into two classes for visual and radio.

At the time of writing, the school was busily engaged in preparing for the move to Cornwallis, scheduled to begin September 28. The entire move was to be completed and classes resumed by October 3, meaning less than a week of instructional time would be lost.

Two classes with a total enrollment of 21 leading seamen began a 12-week qualifying course for petty officer September 17.

Albro Lake Radio Station

The part played by Albro Lake Naval Radio Station in the British Commonwealth world-wide communication system has been much more evident than ever this year, with east coast ships, the Nootka and Huron, operating in Korean waters, the Magnificent and Micmac in the Mediterranean and the Crescent, La Hullose and Swansea around the British Isles. Naval messages to and from all these units were passed through this station, working in close co-operation with Whitehall, Malta and Singapore W/T stations, giving personnel here a better insight of the importance of this phase of naval operations.

During the month of August another commercial traffic record was

Summer Seetime

The Atlantic Training Group, consisting of HMC Ships La Hullose, Crescent and Swansea, spent 74 days at sea and steamed more than 20,000 miles in providing sea training for 452 cadets of the UNTD and Canservcoils during the past summer. The group made three separate cruises to the United Kingdom, the first one starting May 21 and the last one ending at Halifax on September 13.



When Lionel Hampton and his famous orchestra visited Victoria for an early September engagement, the group took time out to visit the RCN hospital at Esquimalt and stage an impromptu show for the patients. Here the great "Hamp" and his pianist, Milton Buckner, give the hospital's piano a workout such as it never had before. (E-16308).

broken. Information received from the Department of Transport shows that during August 1951 this station handled a greater number of "paid" messages than in any other August since it opened.—J.T.M.

HMCS Portage

When the Portage made a good will visit to Bar Harbor, Maine, she found she was not the only naval visitor to that famous summer resort. HMS Superb, flagship of the America and West Indies squadron, and the destroyer USS Forest Royal, recently returned from Korean waters, were also at anchor. After a very pleasant week-end, the Portage returned to Halifax.

A few days later she sailed again; this time for another visit to the USN submarine base at New London, Connecticut, where she spent two weeks exercising with American submarines.

The ship's softball team has been faring well in recent contests. At New London the Portage men defeated the Stadacona TD2s' course and at Halifax they trounced the New Liskeard. At Bar Harbor they lost a closely contested game to the Forrest Royal.

TAS School

With the close of the summer period and the departure of UNTDs and RCN(R) officers and men, training activity in the TAS School has slackened off considerably. However, it is anticipated that the tempo of torpedo detector training will increase in the winter months.

On the staff side, the school is losing Lieut. F. P. Saunders, who goes to HMCS Nootka as executive officer, and Commissioned Gunners F. Laphen and J. Perrault, who will take the branch officers' educational course. Petty Officers Barteaux and Bodington and AB V. McKinnon are also on draft from the school to the Nootka. Joining the school staff from sea are Commissioned Gunners R. Middleton and A. Butchart and CPO D. Dixon.

Mechanical Training Establishment

Two petty officers, Walter Hicks and John Edwards, recently completed a post-entry engine room artificers course in the MTE. Currently under instruction are a post-entry class of 12, 10 ERA candidates, a shipwrights class of 14, and 22 would-be P2SMs.

PACIFIC COAST

The Pacific Command experienced its busiest peacetime summer in history in 1951, and the hectic pace was carried over into the fall and winter.

This year saw the formation of the Pacific Training Force, consisting of the destroyer *Crusader* and the frigates *Beacon Hill* and *Antigonish*, which provided sea training for more than 530 cadets from the Canadian Services Colleges and the University Naval Training Divisions.

Meanwhile, the cruiser *Ontario* continued with the regular training of new entry seamen from Cornwallis as well as embarking classes of cadets, midshipmen and junior officers of the RCN and RCN(R) and men of the RCN(R).

During the spring and summer, too, destroyers arrived from and departed for the Far East. The *Sioux*, *Cayuga* and *Athabaskan* all returned from Korean duty, then set sail again for the war zone after being refitted. Two East Coast destroyers, the *Nootka* and *Huron*, called at Esquimalt on their way back to Halifax from the Far East.

As summer drew to a close, the cadets returned to their studies and the Pacific Training Force enjoyed a respite from its duties, with the ships' companies proceeding on annual leaves. The *Crusader* commenced preparations for her Royal Visit role.

At Naden, as soon as the Royal

Visit was announced, the Gunnery Training Centre became a hive of activity and within a short space of time the precision movements of well-drilled guards, saluting guns' crews, color escort and color party echoed from the parade ground.

HMCS *Sioux*

The *Sioux* was not long in getting down to business on her return to active war duty from a stay in Hong Kong for repairs. On one patrol, the ship fired 1,149 rounds of 4.7 ammunition for a record average of 574 rounds per gun. This topped the previous mark of 330.5 set by the *Huron* and *Nootka*'s 270 average.

While in Hong Kong, opportunity was taken to send 75 men of all branches to Stonecutters Island for a week of small arms and assault course training. This apparently was a good place to be, for although liberty boats were run, no one took advantage of them.

The Royal Marine Commandant reported enthusiastically on the behavior and attitude of the Canadians and stated, further, that the *Sioux*'s results on the assault course had established a new record.

Another compliment, this time on the ship's appearance, came from Rear-Admiral A. K. Scott-Moncrieff, Flag Officer Second in Command, Far East Station, who had official photographs taken of the *Sioux* with awnings spread and again when awnings had been struck.—P.C.B.

Korea Relic Presented to Naden Wardroom

An old, odd-looking lantern of blue glass set into a brass frame occupies a prominent place in the wardroom mess of HMCS Naden. Although not a pretentious piece, the lantern has a unique history. It was found in the ruins of a lighthouse on a small island off Inchon, Korea, by a landing party from HMCS *Athabaskan*, after the ship had destroyed the installation because it was being used as a communications post by the enemy.

The lantern carries a brass plaque inscribed as follows: "A landing party from *Athabaskan* captured Hachibito, off Inchon, Korea, 24th August, 1950. This old lantern is from the lighthouse. It is presented to the Wardroom Mess, Naden, by 'Atha-B's' Captain and Officers."

Commander R. P. Welland, who commanded the *Athabaskan* during her first tour of duty in Korean waters, made the presentation to Commodore R. E. S. Bidwell, commanding officer of Naden.

Ordnance School

During HMCS *Huron*'s stay in Esquimalt, on her return from the Far East, her ordnance staff was entertained by the school after secure one afternoon, with the chief petty Officers' Mess kindly providing its facilities.

Having consumed with due ceremony the excellent cake provided by the Supply School and won by them in the tabloid sports meet, the Ordnance School's athletes are looking with sharpened appetites for more fields to conquer. At the time of writing the school had the highest point standing in the summer competition for the Cock-of-the-Barracks trophy, a creditable performance considering that about 60 per cent of the staff, and of those who actively participate in the sports program, belong to the "Over-Thirty Club".

Ordnance Lieut.-Cdr. Ralph Newstead recently joined the school and is in charge of the torpedo section.

The first ordnance officers' class to be trained in the Ordnance School completed ten months of concentrated study and its members have gone abroad for further specialized training.

Aldergrove Radio Station

Two tons of potatoes were harvested in September from a one-acre patch near the station's married quarters and were sold to married personnel at much less than the market price. The proceeds went to the ship's fund, which provided the original capital



As evidence of the heavy and continuous firing carried out by the *Sioux* during counter-battery firing at Wonsan, on the east coast of Korea, Sub-Lieut. P. G. Bissell took this photo of the blistered and blackened barrel of the destroyer's "A" gun at the conclusion of the bombardment.

for the project and which ultimately realized a small profit.

Petty Officer Norval Giles recently arrived from Naden to take over the galley from PO Anthony Stipkala. PO Charles Brown has gone to Naden and Leading Seamen Howard Oja and Phillip Lewis to the Communications School at Halifax for a course.

Ldg. Sea. William A. Bean represented the station during the visit to Vancouver Island of Their Royal Highnesses, Princess Elizabeth and the Duke of Edinburgh. He was selected to act as a chauffeur and took a special driving course with the RCASC.

NAVAL DIVISIONS

HMCS Donnacona

(Montreal)

September 12 saw the re-opening of the division for the 1951-52 training season. The large turnout was favorably impressed by the expanded and improved facilities installed during the summer.

Donnacona was unsuccessful in its attempts to defend the Cock-of-the-Walk at the Great Lakes Regatta but the division's team did not come home empty-handed, having captured the officers' sailing and the open dinghy trophies.

The Ladies' Auxiliary held its fall fashion show — "Fashions, Furs and Flowers" — on October 1, with the



Back home and brimming with tales of their adventure are the commanding officer and four youthful members of a Northern Alberta Sea Cadet corps, who during the past summer sailed a home-built motor launch across England, visited naval establishments and points of interest in the U.K. and toured Paris, Dieppe and the Normandy battlefields. In the above photo they are shown as they reached London after travelling from Liverpool by inland waterways. The little party, under the charge of Rev. Father J. E. McGrane, Roman Catholic priest at Lac la Biche, Alberta, and commanding officer of the Sea Cadet corps there, was met by Captain A. D. H. Jay, representing the Admiralty, and R. A. McMullen, Agent General for Alberta in London. The cadets, all from Lac la Biche, are, left to right: Jackie Wolstenholme, Harold Klein, Wilf Woychuk and Romeo Lebeuf. Returning to Canada in the Empress of France, they brought their boat, the Exeter, back with them. (U.K. Information Office Photo).

Classical Application

Letters applying for entry into the Royal Canadian Navy or Reserve come from many different types and from many different countries. Some give too much information; others too little. Most are lengthy epistles setting forth numerous reasons why the writer would be an asset to the Service. Few, however, have reached that fine balance between brevity and clarity attained in a note received by Lieut. A. G. Bird, Staff Officer of HMCS Malahat, the Victoria naval division. The letter follows:

Sir:

Age 45 years.

Deep water — 14 years.

Trade — cook.

Experience — over 20 years.

Served under now Commodore H. F. Pullen, O.B.E., in Ottawa and Uganda in last war.

I smell another one coming, would like to do my bit.

Can you use me?

Yours truly,

Ex-ATS, RCA, 1942

Ex-Ldg. Sea., 1942-45

Unfortunately, he was over the age limit for entry into either the RCN or the RCN(R), but he was informed that his offer of service was "very much appreciated."

proceeds going to provide amenities for hospitalized naval veterans. The Donnacona band provided the musical background and sailors acted as ushers, checkers, etc.—R.F.D.S.

HMCS Brunswick

(Saint John)

Brunswick launched its annual fall recruiting campaign this year with a colorful parade through the uptown district of Saint John to the Paramount Theatre, whose management played host at a showing of the Warner Brothers picture "Captain Horatio Hornblower."

The parade, under the command of Sub-Lieut. Arnold Watson, included personnel of Brunswick, the division's pipe and drum band and members of Rodney Corps, Royal Canadian Sea Cadets.

A nautical display from Brunswick's workshop was placed in the lobby of the theatre during the showing of the picture.

HMCS Tecumseh

(Calgary)

The fall and winter training program got under way in the division on September 4 and indications pointed to an expansion of both numbers and activity.

The Wren recruiting drive met with a good response and it looked as though Tecumseh would have little difficulty filling its quota. Lieut. Phyllis Chapman has been appointed WRCN(R) divisional officer.

The outdoor swimming pool, one of Tecumseh's finest recreational assets, was not as popular as usual during the summer, because of the inclement weather. However, it was put to good use on the comparatively few days when seasonable temperatures prevailed.

The annual Trafalgar Ball and occasional Saturday night square dances have highlighted the division's social activities.

Two supply officers, Lieutenants George Wilder and S. F. Lawrence,

have received short service appointments in the RCN. Lieut.-Cdr. J. G. MacDonell has been transferred to Toronto and A/Sub-Lieut. C. MacKenzie to Saskatoon.—*H.W.W.*

HMCS Montcalm

(Quebec City)

Fall training got into full swing at the division in mid-September and a good attendance was on hand for the opening parades.

Now being organized is a basic training school which will be attached to Montcalm and will provide courses for approximately 300 men. A former army building has been taken over for the purpose and a number of instructors have arrived to conduct the training program.

During August the division was host to the destroyer USS Johnnie Hutchins. Montcalm held a dance for the men of the American destroyer and girls from the British Seamen's Society graciously attended as hostesses.—*S.P.*

HMCS Catarqui

(Kingston)

Catarqui's Fairmile was laid up for repairs during the summer but a number of officers and men from the division took summer training afloat in the other PTCs of the Great Lakes Training Flotilla.

The division's team finished in sixth place in the Great Lakes Regatta and would have fared better if it had not been for some broken oars and other misfortunes. Catarqui did succeed in winning one of the feature events — the war canoe race.

Leading Seamen Robert Farrell and Preston Conley successfully passed the squadron board for petty officer second class and thereby earned the congratulations of their shipmates. Another advancement was that of PO Harold Clarabut to CPO.

Gunners Get Results with Leaflet Campaign

Tired of having to march classes around automobiles parked on its sacred bit of pavement, the Gunnery Training Centre at HMCS Naden recently took steps to eliminate the cause of the trouble by means of leaflets with a cartoon and terse message inscribed thereon.

The cartoon depicted a ferocious-looking gunnery instructor snarling, "We don't march through your garage — so don't park on our parade ground!" The leaflets were prominently fastened on autos parked on the parade ground and immediately achieved the desired results.

AVENGER ANSWERS A/S NEEDS

That well-known aerial "work-horse", the Grumman Avenger, has firmly established itself in a comparatively new role — that of an anti-submarine aircraft.

Superseded as a torpedo bomber — its original function and one it fulfilled with distinction — the Avenger was in danger of being tagged as "obsolescent" and thrown into the discard.

However, the rapid post-war strides in submarine development created a priority requirement for an aircraft which could carry out anti-submarine duties efficiently as the airborne component of the hunter-killer force.

The RCN, being an anti-submarine navy, studied the matter very thoroughly. The outcome was a decision to employ, with certain modifications, the Avenger, which, by the way, the US Navy also had assigned to A/S duties.

There are a number of factors which have to be considered in determining the efficiency of an anti-submarine aircraft. These include:

1. Carrier landing and take-off ability.
2. Long range and endurance in the air.
3. Comfort of the crew.
4. Radio equipment sufficiently powerful to maintain touch at the

extreme ends of the patrol line.

5. Capacity for carrying a large load of detection equipment.

6. Efficient radar set.

7. Possibilities of visual search by all members of the crew.

8. Ability to operate by day or night in adverse weather.

9. Armament load to attack a submarine either submerged or on the surface.

10. Ability to manoeuvre into attack immediately on sighting a target.

All these requirements are fulfilled by the "Turkey" now being flown by 880 and 881 Squadrons. The principal alterations made in the aircraft involved provision for a third crewman, the observer's mate, and removal of the gun turret installation and the fitting in its place of a clear canopy and revolving seat for the observer.

The conversion was undertaken by Fairey Aviation Company, Eastern Passage, and was made notable by the fact that for perhaps the first time in naval aviation history observer officers were able to design their own cockpit arrangements and then see them actually materialize at the factory.



Three Avengers modified for anti-submarine duties in the RCN fly in formation over the sea. (DNS-5811).

Thirteenth Of The Line

*HMCS Crescent Bears Name
Handed Down Since
Armada Times*

HMCS Crescent, one of two destroyers whose ownership was transferred to Canada by the British Government in September (the other was the Crusader), carries a name which has appeared in just about every major war since the 16th century, when the first Crescent saw action against the Spanish Armada.

The Crescent of today — the 13th naval ship to bear the name — is a far cry from the first one, a 140-ton coaster built in 1588. The first Crescent saw plenty of action, however, as a unit of the Lord High Admiral's Squadron — part of the fleet which dispersed the Spanish Armada. Incidentally, she was based at Dartmouth, England, and the modern Crescent makes her base at Halifax, across the harbor from Dartmouth, N.S.

Since the first Crescent was built nearly 400 years ago, ships bearing the name have participated in the Civil War in England, the Dutch War, the War of the League of Augsburg, the Mautine War, the Wars of the French Revolution, the Napoleonic Wars and the First World War.

Technically speaking, there was no Crescent around for the Second World War, but a ship which had once borne the name did see war service with the Royal Canadian Navy. She was HMCS Fraser, whose name had been HMS Crescent before her transfer to the RCN in 1937. The Fraser was lost in a collision while taking part in the evacuation of France in 1940.

The first known usage of Crescent as a name, incidentally, was as a symbol of Byzantium, or Constantinople. The Turkish Empire adopted the crescent as its emblem after capturing Constantinople in 1453. To commemorate the event, the sultan proclaimed an Order of the Crescent.

The second British ship to take the name Crescent was purchased for use in the fleet in 1642 and saw action six years later during the Civil War. The 150-ton vessel was one of 11 under Sir William Batten which rebelled against Cromwell and joined the Royalist fleet. She was retaken the following year, and soon after was wrecked and lost off Guernsey.

Crescent number three, a ship of 326 tons and 28 guns, took part in action against the Dutch off Plymouth in 1652 and again the next year — serving under Blake. The following year saw her in action at the Battle of Gabbard, after which she was returned to her owners, the Levant Company.

About 30 years later HMS Dover captured a French ship, which was renamed Crescent and later took part in the Battle of La Hague. She was sold in 1698.

The next Crescent was originally a French privateer, the Rostan, which was captured by HM Ships Torbay and Chichester in 1758. The next year she captured the French Berkely and in 1762 took part in the capture of Martinique under Rodney.

Built at Bristol, the sixth Crescent was launched in 1779 and saw action during the latter part of the Mautine War. She aided in the capture of two French cutters in the English channel, was captured in turn by a Dutch frigate off Ceuta in 1781, was later recaptured by HMS Flora, and ended her career three weeks later when taken by a French ship.

The seventh Crescent took part in the French Revolution and in 1793 captured a 36-gun French ship off Guernsey. Her commanding officer was knighted for this action. Three years later she was present at the surrender of a Dutch squadron of nine vessels at Saldanha Bay. Months later, with two other British ships, she destroyed the French settlement at Foul Point, Madagascar, and captured five merchantmen. Before the end of her colorful career, she captured the Spanish Galgs off Cuba and the French Diligente off San Domingo. She was wrecked in 1808 off Jutland.

In 1810, the eighth Crescent was commissioned at Woolwich Dockyard, and before being sold in 1854 saw service during the Napoleonic Wars and as a receiving ship at Rio de Janeiro.

The ninth Crescent was a steam paddle vessel of a mere 90 tons and 50 horsepower which served as a fleet auxiliary in the Black Sea from 1854 to 1856, after which she was sold by the Royal Navy at Constantinople.

The tenth Crescent — a twin screw cruiser of 7,700 tons — was built at Portsmouth in 1892. She served with the Home Fleet and was flagship of the 10th Cruiser Squadron in 1914. From 1916 to 1920 she was flagship of the Commander-in-Chief, Coast of Scotland. She was sold in 1921.

In 1931 the 12th Crescent was commissioned at Barrow-in-Furness. A 1375-ton destroyer, she served with the Royal Navy until 1937, when she was transferred to the RCN and re-named HMCS Fraser.

On August 31, 1939, the Fraser was in Vancouver. Seventeen days later she was escorting the first "fast" convoy to sail out of Halifax in the war, the Fraser and HMCS St. Laurent having made the passage from west to east in a record 15 days. Subsequently, she was part of the force which screened, on the first leg of their crossing, the transports that carried the First Canadian Division overseas.

The Fraser was one of four Canadian destroyers sent to the United Kingdom in May 1940 to assist in the evacuation of France and help meet the threat of invasion. She had taken part in a successful evacuation of troops from Saint Jean de Luz, France, and was on her way back to the U.K. when, on the night of June 25, she was sunk in a collision with the British cruiser Calcutta.

The present Crescent was laid down as the leader of the 14th Emergency Flotilla in 1943 at Glasgow, was launched in 1944, and, having been transferred on loan to Canada, was commissioned by the RCN in September 1945. After official visits to the islands of Jersey and Guernsey, she sailed for Esquimalt. Since then she has travelled well over 200,000 miles and has visited more than 100 ports, from China to the North Sea.

Her officers and men are well aware of the proud name she carries and the traditions which have been handed down to their safe keeping. It is their honored duty to ensure that she occupies a prominent place among those Crescents which have gone before and those which may follow.



The Navy Plays



TAS-Electrical Team Wins Naden Softball

The TAS and Electrical softball team, after placing fourth in the league standing, won the Naden softball championship by defeating Supply School "A" in a sudden-death semi-final and then outscoring Medical, Communications and ND in two straight games in the final. Scores in the championship series were 3-2 and 16-4.

TAS and Electrical took a 5-1 lead in the first six innings of the semi-final but a Supply School rally in the seventh, which Ord. Sea. Gerald Gibbs climaxed with a three-run homer, cut the lead to a single tally.

PO Ernie Tuttle then took over the mound for TAS-Electrical and shut out the Supplymen the rest of the way.

The first game of the final was a close one and TAS-Electrical had to stage a last-inning rally to win it. Successive hits by Tuttle, Mann, McRae and Lister scored two runs and gave their team a 3-2 victory.

In the deciding game, TAS-Electrical took charge in the second

inning and ran roughshod over the opposition from then on to emerge with a 16-4 triumph.

Stadacona, Shearwater Tie in Soccer Final

Stadacona and Shearwater battled through 20 minutes of overtime without deciding a winner in a sudden-death match for the inter-service Maritime soccer championship. At the end of regulation time the teams were knotted at 1-1. Each counted once during the extra period, with Stad scoring the equalizer with only two minutes to go.

La Hulloise Cops Cock-of-the-Walk

HMCS Swansea's monopoly of the Cock-of-the-Walk among the ships of the Atlantic Training Group was broken on the last cruise of the season, when HMCS La Hulloise scored a hard-earned triumph in a regatta held in Tor Bay, off Torquay, England.

The Swansea had been victorious on both previous cruises but was forced to give way on "Cruise Charlie" to a determined effort on the part of

the cadets and crew of the La Hulloise.

Lieut. Bill Tetley, of Montreal, organized "The Lady's" regatta team and, as boats officer, obtained a new whaler for the ship prior to her departure from Halifax. This boat, a trim, varnished job with white topping, seemed to give the ship's company just the amount of lift needed to surpass the Swansea's efforts.

Thirty events were run off and the final tally showed the La Hulloise on top with 45-3/8 points, the Swansea second with 42-3/4 and the Crescent third with 34.

Four Wins, Three Losses for Stad Cricketers

The Stadacona Cricket Club finished the season with a record of four victories in seven games. The Stad team played two games each with Fairey Aviation and the St. John Cricket Club of Truro, and single encounters with HMS Superb, HMS Artful and HMCS Cornwallis.

Keen interest was shown in the game this year and the matches drew more and more spectators as the season progressed. Next year Nova Scotia cricket enthusiasts hope to see a regular league organized.

† Captain of the Stadacona team was Instr. Lieut. William Edge, who was also one of the club's leading batsmen. In the game with HMS Artful he scored 134 not out for the season's high individual effort. Other potent batsmen were Lieut.-Cdr. Evan Petley-Jones and Lieut. (L) R. S. Baker. Outstanding bowlers were Lieut. (L) Frank Turner, AB J. Barlow and Ord. Sea. Thomas Jardim.

Stadacona Lines Up Winter Sports Program

Two tabloid sports meets held at HMCS Stadacona were won in the first instance by the cadets and in the second by Communication "A". Twelve teams competed in the first meet and ten took part in the second.

Attention is now being turned to the winter sports program. The inter-part bowling league is under way, with 30 teams taking part, and hockey and basketball leagues are being organized.



This is the combined TAS and Electrical team which won the Naden softball championship. Front row, left to right, are PO Denny Mann, Lieut. E. V. P. Sunderland, Lieut.-Cdr. W. Bremner, officer-in-charge of the TAS Training Centre, CPO John Bing and CPO Gerry Lister. Rear row: PO Fred Kelly, Commissioned Gunner C. Corbett, Ldg. Sea. B. Mohns, PO Ernie Tuttle, Ldg. Sea. J. Hagen, AB George Ayotte, PO C. Butler and CPO Fred Jones. Seated in front is AB D. McRae. (E-11317).

Basketball Squad Formed at Albro Lake

Basketball has taken over at Albro Lake Naval Radio Station and practices are being held at the Shearwater gymnasium. Aspirants for the station's team include PO Lyle Tillapaugh, Leading Seamen Clifford Latham and Frederick Leafloor and Able Seamen Gordon Alder, David Walling, Harold Keene and Edward Allan. No definite arrangements have been made for league participation but it is hoped to enter the Stadacona inter-part loop.

Softball came to a close when the station team, after leading the Halifax North End Softball League for most of the season, went down to defeat in a sudden-death game to decide the championship. Nothing daunted, the team is looking forward eagerly to next season and is planning to lay out a diamond on the station for playing and practice purposes. — J.T.M.

West Coast Golf Title Goes to CPO Jamieson

Chief Petty Officer William Jamieson, of Royal Roads, became sixth winner of the RCN Golf Association (West Coast) open championship when he defeated Lieut.-Cdr. Roy Strannix, last year's titlist, in the final match.

Medalist was Lieut. (E) Dick Keen, with a gross of 75. He bowed out in the semi-finals to Lieut.-Cdr. Strannix.

First flight winner was Ldg. Sea.



Chief Petty Officer William Jamieson, 1951 winner of the RCN Golf Association (West Coast) open championship, receives the Jack Davis trophy from the donor at the prize-giving ceremony which followed the close of the tournament. (E-16419).



A sports field at Malta is the scene of this lively bit of softball action. It occurred during a game between the stokers and flight deck party from HMCS Magnificent. AB Neil Ogilvie is tagged out by the stokers' catcher, Ord. Sea. Rod Shoveller. AB Alwyn Davies moves in to cover home plate and the umpire, Commissioned Bos'n James Blades, watches the play with eagle eye. (MAG-3380).

F. Barron, who defeated Sgt. Melvin Toole, RCDC, in the final.

Sub-Lieut. Alec Stewart defeated Lieut. (E) Ray Johns to win the second flight.

The tournament concluded with a get-together and prize-giving presided over by Surgeon Commander G. W. Chapman.

Earlier, the Naden team retained the George Cole Sports Shop trophy by outscoring the Dockyard, 697 to 731.

Electrical "B" Cops "Stad" Softball Playoff

Electrical "B" won the Stadacona inter-part softball championship for 1951, defeating Mechanical Training Establishment in two straight games, 10-5 and 24-4, in the best of three playoff final. Electrical "B" advanced into the final by winning two out of three from TAS School in the "B" section playoff. MTE had won out in "A" section by defeating the Regulating Staff.

Playing-Manager Stars for Nonsuch Ball Team

A team from HMCS Nonsuch, the Edmonton naval division, qualified for a playoff spot in the eight-team "B" section of the Edmonton Mercantile Fastball League. AB R. Bianchini coached the Nonsuch squad and AB R. K. Vining was playing-manager. The latter was also the

team's heavy hitter, socking eight home runs over the regular season.

Other members of the team were Ldg. Sea. H. Moir and Ordinary Seamen L. Leclair, K. Brady, R. McCurlie, D. Vervaille, K. Carleton, K. Lees, B. Armand, J. Grant and Howard.—E.W.H.

CPO Stan James Wins Novice Tennis Tournament

CPO Stan James won the Naden novice tennis championship when he defeated CPO Les Noon 8-6, 8-6 in a well-played game.

CPO James maintained an undefeated record through an elimination tournament which lasted from August 23 until September 11.

The tourney was open to all personnel in Naden and the Supply School who previously had not played tournament tennis.

Individual trophies were awarded to both the winner and runner up.

'Sparker' Class Scores in Comschool Softball

CR 42 class won the softball championship of the Communications School at Halifax, defeating the officers 19-6 in a sudden-death final. The officers put up some stiff opposition in the first five innings but the student-"sparkers" broke loose with a barrage of run-scoring hits in the closing frames.



A touch of variety was added to the inter-part sports program at Naden recently with the holding of two medley marathons. The top photo shows the opening event of the relay, which required the participants to swim the length of the Naden pool in white duck suits.

Both marathons were won by the Supply School, whose team is pictured in the lower photo with the cake that was awarded as the prize in the first relay. Front row, left to right, are Ordinary Seamen Frederick Boisvert, Frank Folga, Ernest Crombie, Gerald Gibbs and Robert Blake. Rear row, Ord. Sea. Robert Brown, Ord. Sea. Robert Didemus, Sub-Lieut. (S) Phillip Plotkins, AB William Hayes and Ord. Sea. Mervyn Grayer. (E-16062).

Supply School Triumphs in Medley Marathons

Two medley marathons were feature events on HMCS Naden's sports program during August.

These competitions pitted eight departmental teams against each other and called for a series of unusual physical capers which required no mean amount of skill.

Each team consisted of 10 men, each of whom had his own specific feat to perform before passing to the next man the distinguishing sweater that served as a baton. This is how one of the marathons went:

Picked departmental aquatic stars, garbed in duck suits, started by swimming a length of the pool. On completion of this, the sweater was

turned over to the No. 2 man, who sped to the gymnasium and retrieved a piece of bunting from the rafters via a rope.

No. 4 went to the boat shed and made a hand-over-hand trip across a jack-stay, which was strung across a small cove.

No. 5 was required to roll a strike on the bowling alleys before No. 6 could proceed to the upper field and do approximately 50 yards in a sack.

No. 7 dashed to the lower field and completed a stilt race and No. 8 dribbled a soccer ball down a 42-foot lane for 100 yards.

No. 9 secured himself to No. 10 and ran a given distance in a three-legged race.

No. 10 finished the event by throwing darts at a balloon, which, on breaking, completed the race and determined the winner.

Both marathons were won by the Supply School, who were awarded a cake on the first occasion and theatre and baseball tickets on the second.

31st SAG Triumphs in Air Station Soccer

The 31st Support Air Group copped the inter-part soccer championship at the RCN Air Station by scoring a 3-0 victory over the supply department in a sudden-death final. In the softball loop, a civilian team from the tractor section upset the executive department in two straight games in the best of three final for the title.

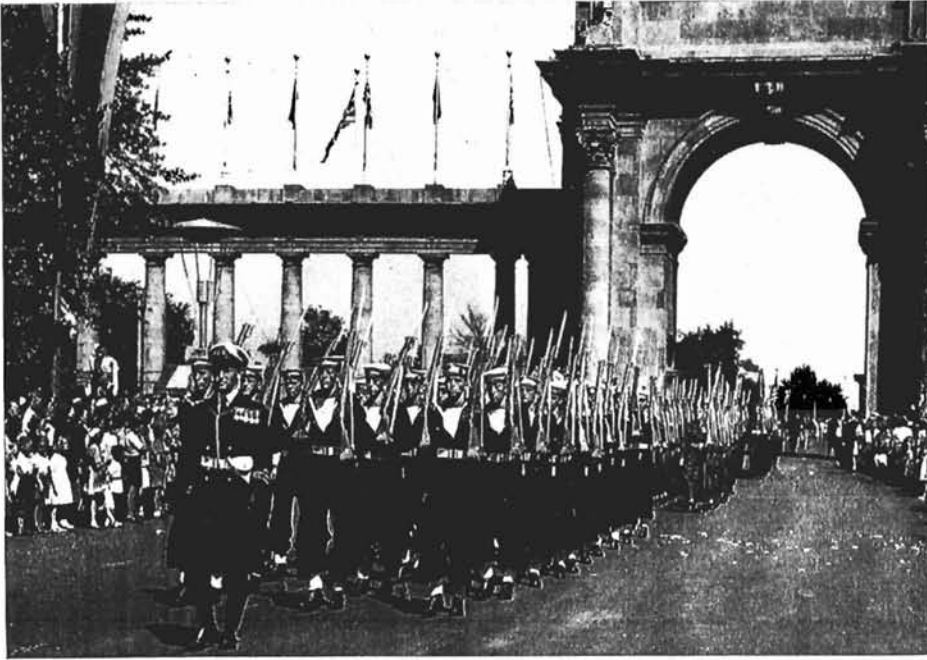
Mr. E. Sutherland of the Naval Stores department won most of the laurels in the annual Shearwater tennis tournament. He took the singles championship and then teamed with Ldg. Sea. P. Britton to win the doubles title.

Shearwater Organizes Inter-part Hockey Loop

HMCS Shearwater will have its first inter-part hockey league this winter. Plans call for a seven-team loop consisting of entries from the air groups, air departments, Albro Lake radio station, miscellaneous, School of Naval Aircraft Maintenance, RCAF, and civilian personnel. President of the newly formed league is Lieut.-Cdr. Harry MacDonald.

The badminton club at Shearwater is preparing for another active season. President of the club is Flying Officer R. Booth, with Mrs. Booth as secretary treasurer and Miss Helen Sinnis as social convenor.

Plans are also under way to have inter-part basketball and volleyball leagues.



The tri-service precision squad, under the command of Lieut.-Cdr. R. L. Gleadow, marches in the Warriors' Day parade at the CNE. (O-2028-44).

THOUSANDS SEE CNE DISPLAY

*Attendance Indicates High
Public Interest in
Armed Forces*

AN estimated half million people swarmed through the Armed Forces exhibit area at the 1951 Canadian National Exhibition in Toronto, giving strong evidence of the high public interest in the Navy, Army and Air Force.

The tri-service display proved of continuing interest during the two-week period of the exhibition. Participation by the services consisted of a series of carefully planned exhibits showing Canada's part in the Korean conflict, outlining the defence program and giving a pictorial presentation of the serviceman's life and conditions.

A recruiting booth for the Navy, Army and Air Force completed the section and a tabulation of inquiries showed a much greater interest than in previous years.

A new feature was the Armed Forces theatre especially built for this year's CNE. There, action films of the RCN and Army in the Korean conflict were shown for the first time. Also on the screen were the new RCN film, "A Man's Life," and Air Force training movies. Another innovation and one of the theatre's top attractions was a "fashion show" in

which professional models demonstrated the new uniforms for the



General George C. Marshall, then United States Secretary of Defence, officially opened the 1951 Canadian National Exhibition at Toronto and was among the distinguished visitors to the Canadian Armed Forces exhibit at the CNE. Here General Marshall is shown with Defence Minister Brooke Claxton as he took the salute during the Warriors' Day parade. (O-2028-48).

women's services.

At the huge grandstand show, which starred Jimmy Durante, the tri-service precision squad, under the command of Lieut.-Cdr. R. L. Gleadow, RCN(R), drew heavy applause from the 27,000 or more spectators who packed the stadium every night. The 100-man squad went through a series of precision drill movements and climaxed their "act" with the firing of a volley on a blacked-out stage.

Distinguished civilians and senior service officers took the salute at the grandstand show each night. They were, in order of appearance: Mr. Brooke Claxton, Minister of National Defence; Rear-Admiral H. G. DeWolf, Vice Chief of the Naval Staff; Major General W. H. S. Macklin, Adjutant General; Air Marshal W. A. Curtis, Chief of the Air Staff; Major General H. D. Graham, General Officer Commanding Central Command; Air Vice-Marshal C. R. Slemon, Air Officer Commanding Training Command; Commodore J. C. Hibbard, Chief of Naval Personnel; Brigadier G. Walsh, Commander 27th Infantry Brigade; Col. G. Weir, Chief of Staff, Central Command; Major General H. A. Sparling, Vice Chief of the General Staff; Lieut.-General Guy Simonds, Chief of the General Staff; Air Vice-Marshal F. G. Wait, Air Member for

Personnel; Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services, and A/Captain R. I. Fiendy, commanding officer, HMCS York.

Distinguished guests of the Armed Forces at the CNE were General George C. Marshall, until recently United States Secretary of Defence; Mr. Arthur Henderson, Secretary of State for Air in the United Kingdom, and Mr. Claxton.

The Armed Forces area was also visited by Navy, Army and Air Force attaches from the United Kingdom, the United States, France, Italy, the Netherlands, Belgium, Denmark, Turkey, Yugoslavia, Brazil, South Africa, India and Pakistan.

The centre of the Armed Forces area was taken up with displays of heavy equipment. (The electrically controlled destroyer and submarine which highlighted last year's show made their appearance this year at the Pacific National Exhibition in Vancouver).

An Avenger aircraft complete with war load of rockets and depth charges held the stage for the Navy. Mobile equipment and artillery pieces were exhibited by the Army and a sleek and shining F-86 Sabre fighter of the RCAF completed the display.

Outside the Armed Forces area, other military displays were witnessed by thousands. A paratroop demonstration by men of the Royal Canadian Regiment and the rapid assembly of a stripped-down jeep by members of the RCEME Corps



The Navy was a prominent participant in the 1951 Pacific National Exhibition at Vancouver. Leading the armed forces section of the opening day parade were the band of HMCS Naden and a guard from HMCS Discovery (above), while the Vancouver division also paraded a float consisting of an old type naval cannon manned by an appropriately clad crew. At the exhibition itself, the band played daily concerts in an outdoor theatre and a model destroyer and submarine fought mock engagements in an artificial "sea." (Photo by Industrial Photographics, Vancouver).

School at Barriefield and Borden proved to be crowd collectors. A display of Sherman tanks by the Royal Canadian Dragoons also drew wide attention.

Aerobatics by a Vampire jet and strafing attacks by Mustang fighters of the RCAF, early every evening, brought crowds hurrying to the lake-front.

The Armed Forces participation was planned by a special committee of officers of the three services under the chairmanship of Commander

(SB) W. Strange, RCN, Director of Naval Information. Chief assistant to the chairman and officer commanding the armed forces at the CNE in Toronto was Lieut.-Cdr. (SB) K. V. Cooper RCN(R), also of the Directorate of Naval Information.

The various displays in the forces exhibit were executed under direction of the committee by the Canadian Government Exhibition Commission in Ottawa.



An 'anti-submarine Avenger, with full load of depth charges and rockets, was one of the naval exhibits and centres of attraction at the Armed Forces display at the 1951 Canadian National Exhibition. In the background can be seen some of the exhibits portraying Canada's defence program and the national military establishment. (O-2028-26).

'Missing' Clock Found

The old clock that used to tick away the time atop the former Ordnance Wharf in downtown Halifax has been found.

The timepiece, a landmark at the wharf for a century and a half, is now in the hands of the RCEME, in Halifax, who are endeavouring to get it running again.

Major General E. C. Plow, General Officer Commanding, Eastern Command, professed an interest in the clock recently and asked Rear-Admiral Mainy if it might be returned to the Army. The Navy had been its custodian since taking over the wharf area as the site for a victualling depot during the Second World War.

Reported by The Crowsnest (September 1951) as "tucked away in some obscure storage place," the clock was located at the Gladstone street bulk stores. During the war, it had been stored for safekeeping at the Woodside Sugar Refinery shelters.

Now the RCEME precision mechanics are striving to get it into running shape. If they are successful it will be installed in an army establishment at Halifax, as a relic of the Army's early association with the city.

Ring of Responsibility

by L.W.T.

JAMES NIELSON, newly Commissioned Bos'n, RCN, moved restlessly about the destroyer's bridge. Subconsciously he realized that his movements were distracting not only the first officer-of-the-watch but also the lookouts in the wings of the bridge.

Mr. Nielson was troubled. For two months now he had been an Acting Commissioned Bos'n, after more than twelve years on the lower deck. In truth, he admitted to himself, those two months had been a weird mixture of helplessness and unhappiness. Un-easily he wondered if he would not rather be sitting quietly in the Chiefs' and POs' mess at this moment, spinning yarns, playing cards, free of all this new responsibility. His rise from the ranks had suddenly soured and with a sense of inadequacy he felt he was about to make another faux pas.

A cry from the starboard lookout brought his mind back to his present duties. "Bearing dead ahead, a dead-head!"

Mr. Nielson swung around, looking to the 1st OOW for direction, then recalled that he had gone below to plot a fix. That made it his pigeon.

Racing to the voice-pipe, he flung it open and roared down, "Hard A-Port!"

No answer greeted him and he flushed with the realization that the wheelhouse voice-pipe was next to the one he was using. By the time he had passed the requisite orders and the ship began to answer her helm, a terrific metallic crash reverberated throughout the thin steel hull. Seconds later the bridge and upper deck were filled with excited officers and men, all wondering what had happened.

A high-pitched voice floated up from the iron deck, "Nielson must be on the bridge again".

Although there was no damage, beyond a slightly dented plate, the unfortunate Mr. Nielson underwent a lengthy grilling and an embarrassing dressing down at the capable hands of the commanding officer. He knew, too, that he would be in for much friendly, and acid, banter in the wardroom. He wondered what the mess-decks were saying.

"You'd think it was my fault", growled Mr. Nielson to himself later. He kicked his cabin door shut viciously. "How was I to know I had the wrong voice-pipe. Dammitt, yes-

terday I louse up Captain's defaulters, the day before I'm accused of sculling in my cabin, last week I'm allowing old friends to become too familiar, the week before my mess bill is too high. Can't I do anything right aboard this tub?" He paced to and fro for a few moments and then with another curse headed for the upper deck.

Up on deck the tropical breeze was freshening and clouds scudded across the face of the moon. Mr. Nielson stood in the shadow of "X" gun flash screen and reflected grimly on the unfairness of human nature and the tough life of a one-ringer.

"Here am I", he fumed. "From top dog on the lower deck, I go to the lowest form of life in the wardroom. Why couldn't I have been smart enough to stick out my time as a chief?"

This train of thought was rudely interrupted by voices immediately above him. He glanced up. On "X" gun deck were two chiefs, both old friends. They were talking about him, unaware of his presence.

"But I tell you, Dave, Jim Nielson needs our help and it's up to us to give it."

Birthday Present for the Commodore

Commodore K. F. Adams, commanding officer of the Magnificent, received during the Mediterranean cruise a belated but unique birthday present from HMCS Micmac, the destroyer which served as the carrier's faithful plane guard.

The Micmac was looking one day to see if any fish had been brought to the surface by a practice pattern of depth charges, when someone sighted a large sea turtle that apparently had been stunned by the blast. A motor cutter was sent away and after a merry chase the "monster" was captured and brought aboard.

It was then suggested that although the Commodore's birthday had occurred the week previous, it would be a nice gesture if Terry the Turtle were sent to him as a present.

Without further ado, Terry was strapped in a bosn's chair and forwarded via jackstay to the "Maggie," complete with tie of brilliant red and a cigarette in his jaws.

A short while later there came a signal from the Commodore: "The thing is walking around my sea cabin and has forced me to vacate. Does a book of instructions come with it? Are goldfish contemplated? Nevertheless, I am grateful but not sure what for as yet."

"Baloney", growled the one called Dave. "Jim has his commission and he's satisfied to be able to lord it over us. You should have seen the look on his face this morning when I called him Jim and the First Lieutenant was right behind me."

"Look, Dave", broke in the other, "We three went through school together, we joined together and we spent many years as shipmates during the war. Jim was always first to be rated anything. He's smart, but unless we give him our support we're queering his chances aboard this ship. Your attitude toward him is being picked up by every 'jack' in the ship, and you, Dave, are worse than the young 'jacks' because you should know better."

"Why should I call him 'Sir'?" put in Dave, hotly, "He doesn't know any more than I do. If I wanted to be a Bos'n I could pass tomorrow."

"I don't doubt you for a moment, Dave, but the point is that you aren't a Bos'n. You're still only a chief, while Jim is the Bos'n. Whether you like it or not, Jim has the jump on us. From now on Jim is no longer our buddy. He can just be a good friend and then only at times. It won't be easy for him to check us up if we make a mistake. Another thing, Dave, see that destroyer ahead of us? She carries a commander we went to school with. He became a cadet when we were ODs and boys. I've yet to see you call him by his first name or try to make him look foolish. He wouldn't stand for it but he's still a first class all-around guy, isn't he?"

"That's true", admitted Dave, grudgingly.

"No, Dave", resumed the first chief, after a pause, "Jim has enough troubles getting used to his commission without us, who should know better, adding to them. It's our duty to check insubordination, not condone it, and see that all marks of respect are paid where due. You don't allow a leading seaman to address you by your first name, do you? Of course, that doesn't absolve Jim from doing his duty in that respect, but he's in a funny position.

"He still doesn't want to cut loose from his lower deck friends and he's probably having a tough time getting friends among the officers. He really hasn't made any mistakes yet. His judgment may have been rather poor at times, but that's probably due to

over-trying. Besides, Dave, the Old Man is more than likely riding Jim to see if he can take it. However, he's as entitled to his new privileges as we are to our privileges and starting tomorrow you and I will see there's a different attitude aboard this ship."

"Agreed", Dave returned quietly. "In fact, starting tomorrow I'm going to try for my commission. Jim is too nice a guy not to have for a friend any more and besides, if the truth be known, I'm a bit jealous."

The voices of the two chiefs receded and were finally drowned out by the clatter of boots on a steel ladder. Mr. Nielson stared thoughtfully at the brilliant path of the moon on the ocean and then, after a moment, turned and headed for his cabin.

In his sea cabin, the Captain lay on his bunk and stared unseeingly at the deckhead. Finally he smiled to himself. "Poor Nielson", he thought, "It hasn't dawned on him yet that I came up from the lower deck and experienced the same sort of grief myself. Took me nearly a year to become accustomed to the new type of life. Almost like joining the navy over again. It's a tough row to hoe, climbing up the ladder, and it doesn't get any easier the higher one climbs. But Nielson will learn. He'll make a smart officer, that Nielson."

There were smiles on the faces of four men that night as they turned on their sides and fell asleep to the gentle roll of a destroyer slipping through tropical waters.

FRANK (PADDY) PLUMMER, EX-LIEUTENANT, DIES

The death occurred in Queen Mary Veterans' Hospital, Montreal, September 4 of Frank (Paddy) Plummer, ex-Lieutenant, RCN.

Lieut. Plummer entered the Navy at the outbreak of the Second World War and was attached for a time to the boom defence service at Halifax. Later he was appointed Dockyard Bos'n at Halifax, then went to Sydney for duties in connection with the building of the new Point Edward Naval Base. His promotion to lieutenant took place at this time.

Lieut. Plummer subsequently served at sea in the Canadian-manned escort carrier, HMS Puncher, as hangar control officer. He was invalidated out of the Service in 1945.

Surviving are his wife, one son, four daughters and four grandchildren.

FLAG SIGNALLING FAR FROM 'DEAD'

*Huron's 'Bunting-Tossers'
Excelled During Far
East Service*

FLAG signalling, considered by many as having surrendered completely to the tubes, antennae and microphones of modern communications, has taken a new lease on life as a result of frequent and successful use among United Nations task groups operating off the coast of Korea.

In carrier forces, particularly, there has been a marked increase in the employment of flags for passing signals, it having been found that under certain circumstances this supposedly anachronistic system is still the most efficient and secure.

The return to popularity of flag-hoisting has had a further result, in that it enabled a Canadian destroyer, HMCS Huron, to acquire for herself an enviable reputation for performance of the art.

The Huron served warning that her flag-deck party was "on the bit" the day she reached Pearl Harbor on her voyage out to Korea. Her arrival coincided with an American anniversary and ships in harbor were dressed over-all with flags. As her first lines went ashore, the Huron's flags suddenly broke out, and within a minute and a half she became dressed over-all. An appreciative audience of USN officers and men accorded this display their outspoken admiration.

The Huron added to her reputation during subsequent operations with the UN fleet. Working with the British carriers Theseus and Glory, the Canadian destroyer on several occasions was congratulated on her flag-hoisting efficiency.

One message to her read:
"Your alert reaction to signals is most gratifying."

On another occasion the Glory's captain signalled:

"May I congratulate you on your standard of signalling, particularly during your period as screen commander."

When Huron was not screen commander, the screen commander was prompted to signal:

"I consider that a high standard of flag-hoisting was maintained throughout the day. Well done."

Naturally, all this approbation being directed to one ship was bound to arouse the fighting spirit of her sisters, and at dawn one morning

the Australian destroyer Bataan challenged the screen to a flag hoisting competition, based on the speed at which the Glory's signals were answered.

The race was extremely close and at noon, according to the Bataan, who was keeping score, the Huron and Bataan were dead level. However, by 8.15 p.m., when the final — and 55th — flag hoist came down, the Canadian destroyer was three points ahead.

Later, just before she left Korean waters for home, the Huron embarked Rear-Admiral A. K. Scott-Moncrieff, commanding the Commonwealth fleet, for a trip of inspection to the Han river area. On leaving the ship, Admiral Scott-Moncrieff sent her a message in which he made particular mention of her communications staff. It said:

"I was honored to fly my flag in such an excellent ship and I was particularly impressed by the appearance of the ship and the ship's spirit. You have done all that was asked of you in this command with success. Please thank your communications department for their good work whilst flying my flag. Good-bye, good luck and a happy homecoming."

The high standard of flag hoisting achieved in the Huron was credited by the ship's communications officer, Lieut. F. J. Dunbar, to the fact that his "bunting-tossers" were "dead keen" and weren't satisfied with anything less than perfection.

The news of the Huron's success in the flag-hoisting field was warmly received by the Director of Naval Communications, at Naval Headquarters in Ottawa, who remarked that "those who predicted flag signalling was dead or dying and those who contended that Canadian communicators were below standard should pause and reconsider, and those who took the opposite view may take heart" from the destroyer's report.

"We congratulate the Huron on her fine performance. Fifty-five flag hoists in a single day is a pretty stiff ration — the more so when in competition starting at dawn. It is clear that strong exertions will be required from the Huron's successors if this reputation is to be maintained."

Love Finds A Way

by J. L. W.

O'FLAHERTY was lying on a mess-bench, legs aloft, his feet hooked to the pocket of a greatcoat hanging nearby. The bounding Irishman was for once at rest, diligently studying "How to Win Friends and Influence People." He was mentally considering a bright, glad-hand approach for use at his next visit to Captain's Defaulters; it had possibilities.

A small, frightened-looking ordinary seaman stole in and started shedding his clothes. O'Flaherty studied on . . . *lean across the Captain's table, shake hands, and ask about the Old Man's wife and children?* No. Too awkward, he'd be holding his cap in his right hand,

The little fellow spoke. "Uh . . . Irish?"

"OI!" O'Flaherty jumped and tore the pocket out of the greatcoat. "Oh, Sneaks, ye stealthy hound, Oi didn't hear ye come in."

"Sorry, Irish. Uh . . . listen . . . I was wonderin'. Do you know anything about women?"

"Wimmin?" he beamed, "My boy, ye've come to one of the hoighest authorities on the subject — namely meself. You see, this is one of the toimes whin the Padre, God bless 'im, is out o' his territory. It'd be loike askin' a teetotaler how to cure a hangover, if ye folla me? Now jist you begin at the beginnin' and we'll see what's what."

"Well, there's nothin' to it much," Sneakes said evasively, "I was just wonderin' about a few things."

"Exactly, and boi a handsome bit o' luck ye've found the roight adviser. Now, Oi'm a married man, but that was me only false step. In me bachelor days Oi was a bit of a Don Juan. Me experience was broad and Oi've learned many a lesson from the confusin' darlin's. Confusin' to most, d'ye see, but not to meself."

"Well, now, say you was goin, out with a girl," Sneaks began. We're just supposin', see; this ain't necessarily me. This girl is all right. You take her to a show or somethin'. You take her home and she gives you a cup of coffee . . ."

"Foine! Foine! That's a capital start."

"It would be a capital start," Sneaks grumbled, "but it doesn't

happen that way. I take her to a show and she won't take me into the house. The old lady won't let her have guys in. The old lady says all men are snakes. Now it looks like I could take her out for ten years and never get to first base. What if I wanted to marry the girl?"

"Hmm". O'Flaherty scratched his head. "This has all the makin's of a stalemate. It brings to moind me lovely South American sweetheart — Oi won her whoile foighting similar resistance. Her mother wuz the proud daughter of a Spanish grandee and had no use for men in general and seafarers in particular.

"The first p'int — ye've got to be aggressive, boy. Ye've got to take charge. Now, whin this olive-skinned beauty — Lucia was her name — whin she tells me about the old lady, Oi seen roight away what has to be done. Oi goes up to the hacienda — about the soize of Naval Headquarters, it wuz — to partake of an afternoon snifter, resolved to face the music. Oi busts roight in, hands

me lid to the door flunkey and announces meself in a loud, GI tone o' voice. Lucia is waitin' and her usually sunny face is worried and pale. However, Oi knows we had to git on with it, so Oi presses her hand quick-loike — always remember, boi the way, that women loves to have their hand squeezed in toime o' stress — and we proceeds to the receivin' room to meet the hag.

"Herself is standin' there loike a queen preparin' to off wid somebody's head. A strikin' woman she wuz; you could see she'd been a bit of a posh wan in her day, a leetle on the plump soide tho'. Her face was hard, and she wuz jist waitin' fer me to open me trap. So natcherly Oi does.

"Lucia interdooces me and Oi wheels into me act. With wan sweepin' motion Oi'm down on me roight knee, grabbin' her hand and smackin' a big wet kiss on it — all before she could utter a 'how d'ye do.' Oh, it waz famous. It put her right off and Oi started in talkin' fast,



"With wan sweeping motion Oi'm down on me roight knee . . ."

tellin' her how much Oi loves their country, and how Oi'd heard so much about their ancestors and that. Oi'd looked into the family history and talked pretty foine about it all.

"From then an Oi was in loike Flynn. They put me up fer about three weeks in hoigh stoile... Oi could have bunked in there forever but the Shore Patrol foinally requested me presence as Oi had but a 48."

Sneaks' mournful face was enthusiastic. The vision of acting the master and charming the terrible Mrs. Hogback filled him with hope.

"You know, Irish, you're right. I'll go up there on an afternoon. I could sweep the old tank off her feet before she knew what was happening... Geez, I'll bet that Lucia was some dish."

... It was a Monday night, about two weeks after O'Flaherty had given Sneaks the pep-talk. The Irishman was duty again, loafing in the mess after supper, reading. He was on another book—the first one hadn't worked too well.

At about seven, Sneaks slipped noiselessly in, shot one very sour glance in O'Flaherty's direction and started to sling his mick. The thinker, lost in his book, finally looked up and spotted his star pupil.

"Ho, Sneaks, me boy, and how's the mad, impetuous lover today? ... Here! Have you been brawlin', lad? Ye've got a shiner as looks loike the sun roisin' over Killarney. Cuts and lacerations too, begob. What's up?"

"Huh. Thanks to you I've been in Sick Bay all day gettin' rebuilt."

Thanks to me, is it? What koinda natterin's are ye givin me? Another surly words the loikes o' that and Oi'll give ye a three week rest."

"Well, it was all your idea," the young seaman whined. "I tried your gimmick on Nell's old lady. It didn't work."

"Oh, it wuz that now. Well, Oi'm sorry it went wrong. What seemed to be the flaw in me plan?"

"Well, I nipped in like you said, smilin' and talkin' fast—that part was easy. Oh Lord! She's a big cow! Got a face like a frozen cod. Nell introduces me and I makes a grab for her hand—to kiss it, like. I wasn't fast enough. Before I could grab it, it landed me right between the eyes."

"Thin what?" O'Flaherty was deeply disturbed.

"Then she gives me a neat workin' over and throws me out in the snow. I don't know what'll happen to me and Nell..."

"Horrible, horrible," O'Flaherty whispered, his eyes moist. "Well, Oi'll think o' something yet. Give me a coupla days and we'll fix the old harridan."

... The next day O'Flaherty greeted the miserable lad heartily.

"Well, Sneaks me boy, yer troubles is over. Francis O'Flaherty is going to handle yer case personally. Thursday afternoon we gets a makers. We'll call on yer beauty and the beast. Now, Oi'm managin' the show—don't you open yer trap unless Oi gives the signal."

"It'll never work," Sneaks groaned, "She's a flamin' madwoman."

The two made their way uptown Thursday and arrived at the lion's den. They went in, O'Flaherty beaming and emanating good cheer. Sneaks fearfully introduced him. The Missus greeted her daughter's Romeo with a chilling silence and snarled a bitter "Huh" in answer to the

Irishman's flowery greeting.

The conversation consisted of a running fire of anecdotes and booming laughs from O'Flaherty. Nell gave an occasional nervous titter and Sneaks remained obediently silent. The hulking mother said nothing—just sat and scowled.

Eventually, to the horror of Nell and Sneaks, O'Flaherty said, "Mrs. Hogback, me good woman, Oi wuz wonderin' if ye'd care for a wee drop o' 'Shamrock Breath?' It's a koind of a distillate of the old green, ye know. Quoite harmless, mind, but a very pleasant pick-me-up."

Mrs. Hogback just grunted. Nell, who had been expecting an explosion, bolted to get glasses. O'Flaherty, keeping up the large and small talk, poured the villainous brew. He was careful to give Mrs. Hogback enough to disinfect a 50-bed hospital.

Two hours later the show was on the road. Sneaks and his love had quietly retired to the den. Mrs. Hogback and O'Flaherty were performing an Irish Reel with surprising agility.

When the Irishman left, he made a sweeping bow and kissed Mrs. Hogback's hand. She giggled.



Though it wasn't on their syllabus, members of the junior officers technical and leadership course carried out a successful midnight raid on HMCS Cornwallis and returned to Halifax with two prized trophies—the sign in front of the executive officer's house, "Cemanlyke Manor", and the emblem that hung over the entrance to the chief and petty officers leadership course. Shown in front of Admiralty House with their booty are: Front row, left to right, Lieut. K. S. Nicolson, Lieut. P. H. Grady, Lieut. H. J. Andrews, Lieut. E. J. Semmens, Lieut. D. E. Rigg and Lieut. E. C. H. Norman. Rear row, Lieut.-Cdr. W. F. Potter, Lieut. J. L. Panabaker, Lieut.-Cdr. J. R. Coulter, Lieut. H. L. Swiggum, Lieut.-Cdr. V. J. Wilgress, Lieut.-Cdr. E. Petley-Jones, Lieut. T. E. Connors, Lieut. A. A. Schellinck, Lieut. P. C. Berry and Lieut.-Cdr. M. O. Jones. (HS-15311).

YACHTING AS SEAMANSHIP TRAINING

by Rear-Admiral H. G. Thursfield
(in *Shipbuilding and Shipping Record*)

THERE is no finer or surer method of getting to know the sea in all its moods, and coming to feel at home afloat, than sailing. I quote from an article which appeared in *The Times* about half a century ago, at the time when the question was under discussion of whether the Sailing Training Squadron, the last survivors of sailing ships then in the Navy, should continue to survive or should be abolished altogether.

It defined the qualities that go to make a seaman as

"self-reliance and resource, quickness of eye and steadiness of nerve, calmness and self-possession in emergency, steadfastness in danger, helpfulness in all difficulties and a quick sense of comradeship" and went on to say that

"In the handling of masts and sails a man begins by learning that on his individual efforts and skill depend his own safety and that of his shipmates. Whatever of fearlessness, of resource, of quick observation, of instant helpfulness resides in his nature is evoked by self-interest and quickened by comradeship; and the dullest cannot but realize that on the exercise of qualities such as these depends his success, his happiness, and very often even his life... The moment he takes up his duty every quality he has must be ready for instant service. He knows that men's lives depend on the quickness of his eye and the steadiness of his nerve. He is dealing with forces, inconstant and incalculable, which may at any moment entail mishap or even disaster unless he is swift to perceive and prompt to remedy what has gone amiss."

That analysis, as far as I know, has never been bettered and never refuted. It is as true today as it was in the palmiest days of sailing ships. But though its truth was universally accepted, it was not enough to save the Navy's Training Squadron from the scrapheap.

COMPLEXITY OF DUTIES

In the increasing complexity of the accomplishments required of seamen in the Navy, the time could not be spared to keep in existence an artificial way of life — as it had

become — for the sake of the moral qualities it had fostered and the character training it had provided in the days when it had not been artificial but had been a very present reality.

The Navy might — and did — regret the passing of an influence which had automatically, as it were, implanted in officers and men the qualities out of which the achievements of their forbears had sprung; but it had to face realities, and to find other ways of providing the character training it needed, rather than try to resuscitate artificially conditions which had passed away for ever. Its success in so doing was demonstrated fairly conclusively, not only during and throughout the late war, but also since its close whenever the officers and men of the Navy have been put to the test of coping with emergency.

SAILING FOR PLEASURE

The sailing ship, for practical utilitarian purposes, has passed away for ever; but the sailing boat has not, and there are more people in this country today than ever before who make sailing their recreation, their relaxation and their pleasure. Sailing

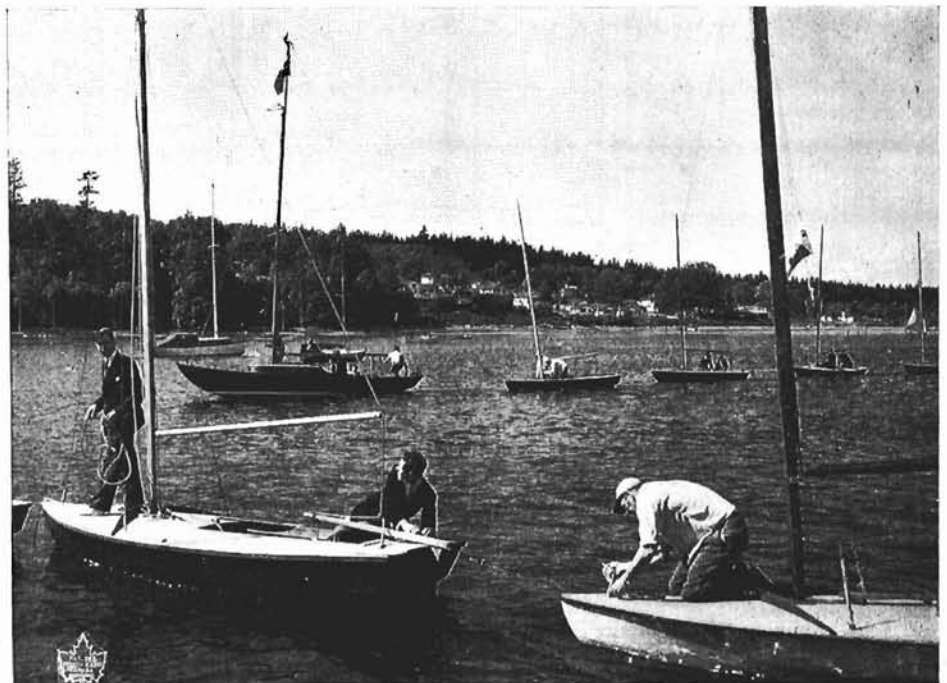
is, indeed, as Francis Bacon wrote of a garden, "the purest of human pleasures. It is the greatest refreshment to the spirits of man."

The officers and men of the Navy need their recreation like everybody else, and the authorities, recognizing the value of sailing for the professional seaman, do much to foster among them the taste for it, and to assist them to indulge in it. It is not only in the character training that it provides that its value lies; it has also a severely practical side.

The man who knows how to sail a boat is making use of the forces of nature, turning them to his own purposes and not merely overcoming them by the sheer power of the machine which he is driving; and the habit and power of doing that is just what differentiates the seaman from the landlubber.

TEST OF TIDE AND WIND

Given a still stretch of water, without wind or current, any reasonably intelligent person who can drive a motor car, with a little practice can handle a boat, or even a sizeable ship, with the same ease and certainty that he does his lorry, steer her through a crowded anchorage and



Competing craft are taken in tow to the starting point for one of the RCN Yacht Club races on the West Coast. A number of naval yachtsmen on the West Coast are sailing boats that they themselves have built, in a co-operative venture sponsored by the club. (E-15192).



The 41 foot ex-German sloop Grilse is one of two ocean-going yachts in use by the RCN on the East Coast. She is attached to Stadacona, while her sister-sloop, the Tuna, is sailed by the Shearwater Yacht Club. (DNS-1868).

put her alongside a quay. But add a strong tide stream, with a fresh breeze across it or against it, and it will be a very different thing; add, moreover, a choppy sea that gives his craft a lively motion, and he will probably not be able even to tackle the job at standing up at her helm at all. The man who is accustomed to using wind and tide as his means of moving at all, on the other hand, will be undismayed by what seems to his non-seaman friend to be impossibly difficult conditions.

He knows and can gauge what their effect will be on the movements of his ship, and will use them to help him to handle her as he wishes. Sailing for pleasure for him is no waste of time; it is valuable experience in the real practice of his profession.

Sailing in the RCN

In the Royal Canadian Navy, organized sailing has been enjoying a vigorous revival after being forced into abandonment by the Second World War.

There are naval yacht clubs on the east and west coasts and a sailing club at Naval Headquarters, in Ottawa; in non-winter months, sailing is part of the training curriculum for new entries at Cornwallis, and the barracks at Halifax and Esquimalt have fleets of whalers which are used both for recreation and training.

It has become customary, once

COMMONWEALTH COMRADES FRATERNIZE AT HONG KONG

The periodic visits made by Canadian warships to Hong Kong while serving with the United Nations fleet in the Far East have resulted in friendships of the sort that strengthen still further the ties that bind the forces of the Commonwealth together.

British units stationed at the Crown Colony have been extremely hospitable to the Canadians and the comradeship thus created is well expressed in the following letter received on board HMCS Sioux while she was at Hong Kong for repairs:

*Warrant Officers' and Sergeants' Mess,
Command Workshops, REME,
Hong Kong.*

*The President,
Chief Petty Officers' and Petty Officers' Mess,
HMCS Sioux.*

May I, on behalf of the members of this Mess, request the pleasure of the company of yourself and your members at an inter-mess games evening at Shamshuipo, commencing at 1930 hrs. Monday 20th August, 1951.

The very cordial relationship existing between the two Messes during your visits to Hong Kong have been a source of pleasure and enjoyment to us all and we would like to further that happy state of affairs by the presentation of a suitable plaque during the course of the evening.

I would like to take this opportunity of repeating to your mess as a whole those sentiments that have already been expressed individually in the past, namely, that your members are always welcome in the Mess on this or any future visit of the Sioux to Hong Kong and it would be considered a favour if this invitation was given a permanent place in your records to be accepted at any time on this or any future commissions of HMCS Sioux.

In conclusion may I voice the sentiments of everyone in this mess in wishing God Speed and Good Luck to HMCS Sioux and all who sail in her.

W. RAVENSCROFT,
*President,
REME WOs' and Sergeants' Mess.*

more, for ships on training cruises to hold sailing practice and competitions at every opportunity. The result has been a general increase in skill and the development of keen rivalry for ship-board or inter-ship honors.

Sailing is popular, too, in those of the divisions which have available the necessary facilities — principally a good-sized body of water. Interest has grown particularly in the divisions which have been competing in the annual Great Lakes Naval Regatta, where sailing proficiency pays off in points.

Worthy of note, as well, is the fact that the RCN has a hand in teaching the art of sailing to a great many younger Canadians. These are the 'teen-aged members of the Royal Canadian Sea Cadets, whose seamanship training lays stress on boat pulling and sailing. The boats they use are provided by the Navy and their instructors frequently are naval personnel.

As the Navy's sailing program progresses, the next step will be to return to competition the trophies which were the objects of annual competition before the war. These were highly prized then and should be even more so now, bearing as they do the names of ships which helped make RCN history.

MAN OF THE MONTH

(Continued from Page 10)

he replied, "Yes — but I'll have to choose my slopes a bit more carefully now."

CPO Calder admitted he would miss the Navy and particularly the easy camaraderie and warm associations he has enjoyed. "You just don't find that spirit in civilian life."

He is looking forward, however, to spending a lot of time with a family — he has two sons, ages seven and three — which hasn't seen too much of him in his years as a seafaring man. — D.D.McC.

→

Three Sea Fury fighters warming up on the flight deck of the Magnificent symbolize the far-reaching air power and sea power that are combined in modern carrier task forces.

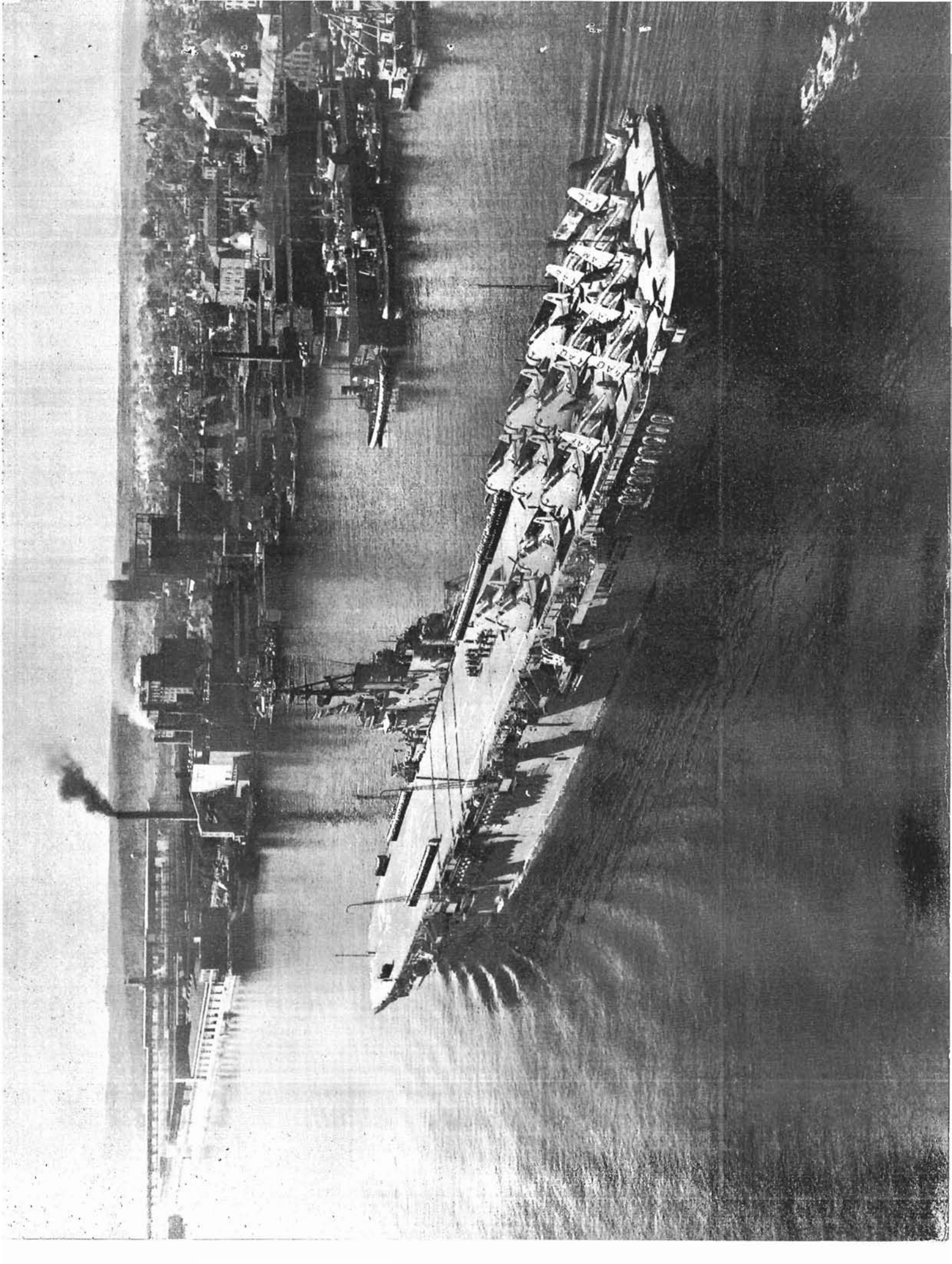
Members of the flight deck party man the chocks as these Furies of 881 Squadron await their turns to take to the sky for one of the many aerial exercises in which the Magnificent and HMCS Micmac participated during their Mediterranean cruise. (MAG-3346).







December, 1931



The CROWSNEST

Vol. 4 No. 2

THE ROYAL CANADIAN NAVY'S MAGAZINE

DECEMBER, 1951

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The Christmas Cover—This month's cover picture will seem familiar to many Crowsnest readers. So it should, too, for it is the same one that appeared on the cover of the Christmas 1949 issue. It was painted especially for *The Crowsnest* by Lieut.-Cdr. C. A. Law, DSC, RCN, the well-known naval artist, and has been reprinted in answer to a number of requests. The original painting hangs, incidentally, in the Crow's Nest Club in St. John's, Newfoundland, having been presented to the club by Lieut.-Cdr. Law.



The Lady of the Month—Her home port of Halifax saw HMCS *Magnificent* coming and going a good many times during the past year—the carrier's busiest since her commissioning. On November 24 she returned to port for the last time in 1951 and almost immediately began a well-earned refit and leave period. (DNS-5657).



To all its readers *The Crowsnest* extends very best wishes for
A Merry Christmas and a Happy New Year

EDITORIAL

To the many tributes being paid Vice-Admiral H. T. W. Grant, retiring Chief of the Naval Staff, *The Crowsnest* would like to add one of its own.

It is to Admiral Grant that *The Crowsnest* is largely indebted for its existence. He placed his weight behind the idea from the beginning, and did much to bring it to life.

He became *The Crowsnest's* first Editor-in-Chief and, in his first editorial, a portion of which is reprinted hereunder, set forth the policy which has been followed since our first issue:

"*The Crowsnest Magazine* is produced primarily for the serving personnel of the Permanent and Reserve Navy. It is hoped, however, that it will prove of interest to those who served in the Navy and the Merchant Navy during the years of war.

"We are aiming for a magazine which will have something in it of interest to every man in the Navy; to which everyone in the Navy may contribute ideas, information, views and stories—fictional or fact; which, by sound editing, will have dignity and life; and which will help us to know our Service and each other better."

The Crowsnest was but a very small item as compared to the many other matters requiring Admiral Grant's attention. He showed keen personal interest in it, however, often making suggestions as to likely articles and reports and, in one way and another, exerting continuous influence on *The Crowsnest's* operations.

Both directly and by example he conveyed to this magazine the spirit which has distinguished the whole of his naval career—a spirit desiring only the good of the Service.

The Editors

Page one

R.C.N. News Review

Christmas 'Over There'

Seven hundred and sixty-four officers and men of the Royal Canadian Navy will spend Christmas in the Far East, either at sea on Korean war service or in one of the Japanese ports that serve as United Nations naval bases.

For about 200 of those Canadians it will be the second Christmas in the theatre of war. They were on board the same ships — the Cayuga, Athabaskan and Sioux — at this time last year, rolling up a record amount of seetime on patrols off the west coast of the Korean peninsula.

Though they are far from home, those destroyer men are not forgotten, either by their families, their fellow sailors or their countrymen. To each and every one of them go Christmas greetings and sincere wishes for a New Year that will bring them home soon and safely.

Lively Patrols

Two of the destroyers — the Cayuga and Athabaskan — had some lively experiences in recent weeks.

The Cayuga, carrying out a short, independent patrol in late October, bombarded communist gun positions and other targets, inflicting both casualties and damage.

On one occasion a motor cutter, sent from the ship on a reconnoitering mission, came under fire from an enemy machine gun and answered back with a Bren gun.

Later the ship herself traded shots with a Red shore battery southwest of Chinnampo. The enemy fired about 100 rounds at the Cayuga but, although some splashed uncomfortably close, none succeeded in scoring. The destroyer replied with 155 rounds from her four-inch guns and, according to observers, scored several hits in the target area.

After more than two months of carrier screening duty, the Athabaskan got her chance at inshore blockade and bombardment early in November. And she apparently made the best of it.

The destroyer and HMS Belfast teamed up with air strikes from HMAS Sydney to batter Red positions near Chinnampo, following which the Athabaskan proceeded to the northern end of the Yellow Sea to deliver arms to an island held by South Korean forces.

For six days the ship remained in the area, striking at Red troop concentrations, boat anchorages and other targets. Then, with the Cayuga standing guard to seaward, she proceeded close inshore to embark 47 wounded South Koreans whom she transported southward to Inchon on her way back to port on the conclusion of the patrol.

Three Ships Launched

Three brand new ships for the Royal Canadian Navy splashed into the water in November, and another will be launched in December.

On November 30, at Canadian Vickers, Ltd., Montreal, HMCS St. Laurent, the first of the all-Canadian anti-submarine destroyer escorts, was launched by Her Excellency, Lady Alexander.

A fortnight earlier, at Davie Shipbuilding and Repairing Co. Ltd., Lauzon, Quebec, two new-design 390-ton minesweepers, the Gaspé and Cowichan, were launched. Mrs. Hugues Lapointe, wife of the Minister of Veterans' Affairs, sponsored the Gaspé and Mrs. H. T. W. Grant, wife of the Chief of the Naval Staff, gave the Cowichan its name.

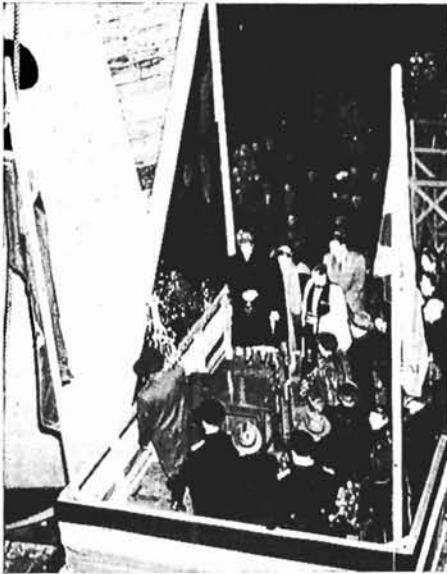
The next shipbuilding event is scheduled for mid-December, when the RCN's new Arctic Patrol Vessel will be launched at Marine Industries Ltd., Sorel, Quebec, as HMCS Labrador.

"Maggie" Makes Mercy Stop

HMCS Magnificent returned to Halifax November 24 from transporting a complete RCAF squadron to the United Kingdom.



Practice pays dividends and, when not actually on operations, the Canadian destroyers serving in the Korean theatre take advantage of every opportunity to carry out training and exercises designed to maintain their fighting efficiency at top level. This photo, taken off the coast of Japan, shows one of HMCS Athabaskan's 40 mm. guns firing at a drogue target towed by an aircraft. At the trigger is AB Nelson May, of Vancouver, while Ord. Sea. William Morgan, Scotland, Ont., prepares to reload another clip of shells.



A champagne bottle smashes on the aluminum-reinforced stem of HMCS Cowichan a split second after Mrs. H. T. W. Grant (at microphones) released the lever which started the minesweeper down the ways. Officials of the government, the RCN and the shipbuilding industry are pictured on the launching platform at Davie Shipbuilding and Repairing Co., Ltd., Lauzon, Quebec. (O-2108-7).

On her way back to Canada, the Magnificent answered a call for medical assistance from the SS Columbia, bound for Europe with elements of the 27th Brigade. The carrier rendezvoused with the Columbia east of Newfoundland and sent away a boat to pick up from the liner a soldier who was seriously ill.

The man, Pte. J. E. Benge, RCASC, of Montreal, was treated on board the Magnificent and, on arrival in Halifax, was transferred to the RCN hospital. Suffering from pneumonia, he was reported November 25 as making favorable progress.

To Visit Washington

HMCS Swansea will make history when she pays an informal visit to Washington, D.C., December 6 to 12. It will be the first time one of HMC ships has sailed up the Potomac river to the capital of the USA.

Following her six-day call at Washington, the Swansea will pay an informal visit to St. Georges, Bermuda, from December 14 to 20, following which she will return to Halifax.

Iroquois Commissions

HMCS Iroquois, the first Tribal Class destroyer to be commissioned by the Royal Canadian Navy, returned to active duty on Trafalgar Day, 1951. Following an extensive refit and conversion, the Iroquois was commissioned at Halifax under the command of Commander William M. Landymore.

The ship was first commissioned on November 30, 1942, and subsequently saw Second World War action in the English Channel and other waters.

West Indies Cruise

The Algerine minesweepers Wallaceburg and Portage sailed from Halifax November 28 on a short pre-Christmas training cruise to the West Indies. The ships are scheduled to visit Bermuda December 1 to 3, Nassau, Bahamas, December 6 to 9, and Bermuda again from the 12th to 14th, returning to Halifax on the 17th.

Ontario Nearing Home

On the West Coast, the Crusader, Beacon Hill and Antigonish spent the last week of November in company in B.C. waters, after which the Crusader went alongside for refit and the other two ships began a two-week cruise to B.C. ports and to Bellingham, Wash.

The Ontario, making her way up the Pacific Coast, is due at Esquimalt December 13. The Quebec is nearing the end of her refit and is being made ready for commissioning in January.



Though preoccupied with her Royal Visit duties, HMCS Ontario still managed to carry out a swift and successful Canada Savings Bond campaign while temporarily stationed on the East Coast. Here AB William Blades of Camrose, Alberta, makes a bond purchase from Commission Communications Officer Roy Clark. (OC-1013).

THE COVERDALE XMAS STORY

(Chapter III)

PERSONNEL at HMC Radio Station Coverdale have added a new chapter to the colorful Coverdale Christmas Story.

The story dates back to 1949, when the station decided to hold a Christmas party for the children of the two orphanages in nearby Moncton. To raise money for the party the 40 sailors sold their blood at \$10 a pint. With the \$400 thus realized, they staged a bang-up party and, in addition, provided each orphanage with a combination radio-phonograph.

Chapter II was written last year, when the station's staff baked and sold more than 1,000 apple pies. The project received splendid support from the citizens of Moncton and district, who bought up every pie within a very short while after they were placed on sale.

This year there was no question of there not being a party, but there was some doubt as to how the funds would be raised. After some discussion, it was decided to switch to doughnuts.

A total of 12,000 doughnuts was fixed as the target. Practically all the ingredients for this mammoth baking bee were donated by merchants and business men of the city and district.

The operation required 600 pounds

of flour, 250 pounds of sugar, 1,500 eggs, 30 pounds of baking powder, 30 quarts of milk, eight pounds of salt, 15 pounds of cinnamon, 200 pounds of lard, 2,000 cellophane containers and a sprinkling of mace.

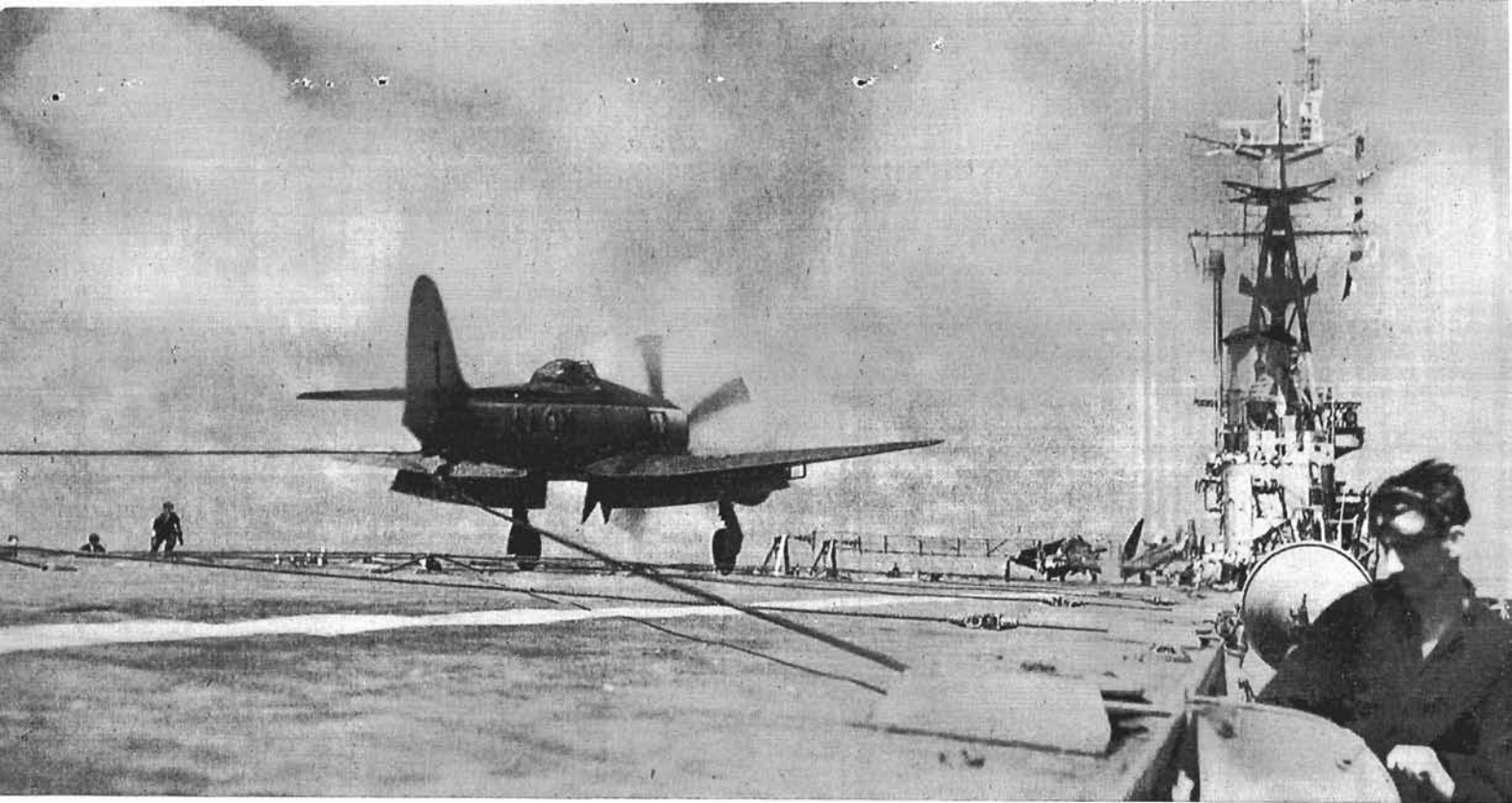
The production line took station in the galley at Coverdale at 1300 on October 5. It was organized in teams of 15 and included wives of station personnel.

Shifts were changed every three hours but many stayed on until the job was done. At 0520 on Saturday, the 6th, all the doughnuts had been cooked and were packaged in lots of one-half dozen, ready for the sale which was due to begin at 0900.

Meanwhile, extensive publicity had been given free of charge by the press and radio of Moncton and six stores in the downtown section of the city had set aside counters for the sale of the "sinkers."

The response was overwhelming. By 1300, five of the stores were sold out, and the other sold its last package shortly afterward.

Once again a joint demonstration of good will on the part of a group of Navy men and of the citizens in the community in which they were serving had ensured a happy Christmas party for the orphan children of Moncton.



Throughout the entire cruise, the emphasis was on air training. The result was a record of 2,155 flying hours for the two squadrons of the 30th Carrier Air Group. The deck landing pictured above was one of 1,052 carried out by the group's Sea Furies and Avengers. Moreover, much valuable experience was gained through being able to work with ships, aircraft and submarines of the Royal Navy and, during the last part of the cruise, with British and French naval units. (MAG-3256).

The Mediterranean Cruise

by J. L. W.

It Was Mostly Training, With the Emphasis on Aerial A/S Work

THE Magnificent and Micmac left Halifax August 7. Eleven weeks and 13,260 miles later they returned from one of the most successful training cruises ever undertaken by the RCN.

It seemed a long way to go to give the 30th Carrier Air Group a workout. But in the Mediterranean were all the factors necessary to make an operations officer's life happy. When the met. man said "Weather over there", he didn't have to duck. And there were numerous ships in the area with whom to work. The "Maggie" had never before had an opportunity to operate with a ship of her class for any length of time and the 34 days spent in company with HMS Ocean paid off handsomely.

The two "Ms" made a leisurely ten-day crossing and the CAG flew every day, getting back in shape after the long leave period. The weather was so good that a considerable start was made in building up the hours and details toward the overall objec-

tive set for the cruise.

Gibraltar was the first stop and some of the ships' companies made a tour of the mighty Rock's defences. The clean, picturesque town was a pleasant break from the sea routine.

After leaving Gibraltar astern, the ships steamed for Malta and the Magnificent went neatly to the difficult mooring in Grand Harbour, Valetta; on Tuesday, August 21. The Mediterranean summer heat began to make itself felt in the ships. Even shorts and sandals seemed necessary only for modesty's sake. HMS Ocean, a light fleet carrier of the Royal Navy's Mediterranean Fleet, was already in harbour. Leave was granted and most of the Canadians had their first visit to the George Cross island of Malta.

The hard-working islanders had almost cleaned up the terrible destruction their homes and towns had suffered but the ravages of war were still visible here and there.

The routine while at Malta was

built around a concentrated training program. Each week the ships left harbour and spent the next five days at sea, usually coming to anchor for the night, but occasionally working right through to dawn. They operated with HMS Ocean and her plane guard, HMS Cheviot. The carriers and their aircraft worked as a team a great part of the time. Sometimes they split up and hunted each other, fought each other or guarded each other, and at times the Magnificent found her own aircraft striking her. There were some night exercises, pre-dawn searches and strikes.

On the occasions when the ships anchored at night (ready for a seven o'clock sailing next morning), the hands made the most of the break. Shortly after "Secure special sea duty men", the pipe would be "Hands to bathe". When darkness fell, movies were shown in one of the "Maggie's" lift wells.

At the end of August it turned out that the CAG had really been on



In the Governor's Palace at Malta, two observer's mates from the *Magnificent* examine the sole survivor of the three *Gladiator* aircraft—Faith, Hope and Charity — which became famous in the defence of the island during 1940-41. The two interested sailors are Able Seamen Robert Rogers, Ottawa, foreground, and David Williams of Hespeler, Ont. (MAG-3384).

the bit. The keeper of the records announced that a new flying training record of 1,016 hours had been established for the RCN.

On Saturday, August 25, one of the *Magnificent's* men was transferred ashore to the Royal Naval hospital with a preliminary diagnosis of poliomyelitis. There was no leave on Sunday and the ships sailed next day to carry on the training program. A quarantine was later imposed, to terminate September 11. The training program was not affected and the continuous work probably kept everyone too busy to worry. The *Micmac* was lucky enough to escape and did not develop any cases. Two men in the *Ocean* contracted the disease and the British carrier was under quarantine concurrently with the *Magnificent*. A few more cases developed in the *Magnificent*, until seven in all had been detected. (All of the men are now back on duty. AB Thomas Lawrence, who was the most seriously affected, is taking special exercises to strengthen out-of-practice muscles, but medical authorities are confident that he will suffer no after-effects).

For about eleven of the 16 days they were in quarantine the ship's company was so busy with the everyday problems of keeping an active aircraft carrier at sea that there was hardly time to think about sickness. The two week-ends were as busy, but in a different and thoroughly enjoyable way.

There was a break for shore leave after the quarantine. The *Magnificent* entered Grand Harbour on Tuesday, September 11, and remained in for the rest of that week to store ship and make good a few defects which required shore assistance. Some of the men were lucky enough to make a conducted tour of the island during this breather and to see something of Malta's noble and enduring historical sites.

One more week of anti-submarine training followed and then the Canadian ships sailed for Naples. After a month devoted mainly to A/S practice, 30 CAG was a highly drilled and effective group. On the way to Naples, the Flag Officer Commanding the Second Aircraft Carrier Squadron, in the *Ocean*, dreamed up an exercise making use of four RN submarines which were then in company.

Named "Exercise Moose Hunt", in honour of the Canadians, the operation was a hunt and kill project. The four subs were known to be operating somewhere within a 21,600 square mile section of sea. Two Royal Navy frigates were in the area representing submarine-killer groups to assist the aircraft when the enemy was tracked down.

At 0515 the first detail flew off — four *Avengers* doing an offensive search to gain intelligence of the enemy's movements. With them went four *Sea Furies* to provide fighter cover.

The scheme went on all day, with at least three *Avengers* from the *Magnificent* in the air at all times. The *Furies* put up a continuous protective fighter cover and fought off seven strikes against the ships during the day. Three of the subs were tracked, fixed and killed, a couple of them twice over. There were four sinkings and three probabilities.

At the end of the day, as the *Magnificent* and *Micmac* parted company from the *Ocean* and *Cheviot* to head for Naples, Commodore Adams made a signal to AC2 in the *Ocean*:

"Exercise Moose Hunt has been extremely valuable from every point of view and has been a very satisfactory climax to the tedious hours spent in the vicinity of Malta learning the basic lessons. Results of Moose Hunt — four cows, no bull, exclamation point."

On the early morning of Wednesday, September 26, the Canadians sighted the now quiet bulk of Mount



While the *Magnificent* and *Micmac* were at Naples, a visit to Rome was arranged for 234 officers and men from the two ships. Two of them, Able Seamen Harold Skinner, of London, Ont., and Terrence Coyle, of Montague, P.E.I., view the grandeur of St. Peter's Basilica from across the square. Other members of the party can be seen on the square and on the steps of the cathedral. (MAG-3443).



There was no liberty boat problem at Malta, a fleet of reasonably priced dghaisas being available for hire at any and all hours. Here a dghaisa lands one party of libertymen while two others can be seen on their way back to the Magnificent to reload. (MAG-3277).

Vesuvius looming over the harbour of Naples, one of the world's oldest seaports.

Official host during this visit, the first real break from operations the two ships had had since sailing from Halifax, was the Italian Navy. Officers of the Naples command took their responsibilities seriously. Sight-seeing tours and various entertainments filled the six days. The Commodore was probably the busiest man in Naples with an exhausting schedule of official calls, two duty trips to Rome to meet Italian government and service officials, the diplomatic corps and NATO chiefs, and a series of official entertainments.

For four days in a row there were organized trips to Capri and Pompeii and the Canadian sailors were amazed and delighted with what they saw. For interest value it was a toss-up between the ancient ruins of a city of the fabulous Roman Empire and the equally fabulous "Bikini" bathing suits on the beach at Capri.

On September 29, 234 officers and men from the Magnificent and Micmac left on an early morning train for Rome. An audience had been arranged with Pope Pius XII and the day was a truly memorable one for the travellers. The Magnificent's Roman Catholic padre said mass in one of the chapels of St. Peter's Basilica for the group. After lunch they proceeded by bus to Castelgandolfo, 12 miles out of Rome, where the Pope was in residence. During the 40-minute audience, attended by almost 2,000 people from 50 countries of the world, the Pope

had a special message for the Canadians. They returned to Rome and, after dinner, boarded the train back to Naples.

On Sunday, a group from the two ships carried out a four-hour journey to honour the 834 officers and men of the Canadian Army buried in the war cemetery at Cassino. Under the shadow of Monte Cassino, surmounted by the rebuilt abbey, Commodore Adams laid a wreath in honor of the valiant Canadian soldiers who died on Cassino's slopes.

The ships left Naples with nothing but praise for Italy and the hospitality of the Italian Navy.

Next stop was St. Raphael, in France, where they were to join an assemblage of British and French ships for the climax of the cruise — Exercise Symphonie Deux.

British, French and Canadian warships — aircraft carriers, cruisers, destroyers, submarines, minesweepers and auxiliaries — were involved in the two-week exercise. The emphasis was on anti-submarine operations and the practice of combined doctrines. Anti-aircraft defence and weapons drills were also carried out.

Two week-ends were spent at anchor in Golfe Juan, one of the towns on the French Riviera between Cannes and Nice. The luxurious "Cote d'Azur" lived up to its name and, although the season was just about finished, the French "cuisine" was still at its best.

Symphonie Deux wound up on Friday, October 12, and the Magnificent and Micmac sailed Sunday, a day ahead of schedule. After a one-

night stop at Gibraltar, during which libertymen did their last minute souvenir shopping, they set a course via the Gulf Stream for Halifax.

The flying program had finished with the last day of Exercise Symphonie Deux. On the return crossing, aircrew personnel participated in elaborate tactical games. Spotted through the ship were three plots being kept by different teams. Each officer had either an air group, an escort group, a ship or a submarine. Basic conditions were set forth and then a continuous intelligence system of reporting ships' movements, enemy reports, etc., kept the action going.

Officers commanding various mythical forces would direct and fight their ships and planes and at the day's end the overall results of the operations would be assessed.

In the other departments, all efforts were directed toward getting the Magnificent back to Halifax at the earliest possible date and preparing the ship for her next assignment.

No better assessment of the cruise could be given than that contained in an article in the Magnificent's newspaper, The Maginews:

"A total of 158 A/S sorties was flown, and it is safe to say that more A/S training was carried out than in all the other years the ship has been in commission. The real proof lies, of course, in results; and the best example to quote is Exercise Moose Hunt, which took place between Malta and Naples. In this exercise, three of the four submarines pitted against us were found and attacked by our aircraft: the fourth was held down so that it could not reach its objective.

Canadians Received at Papal Audience

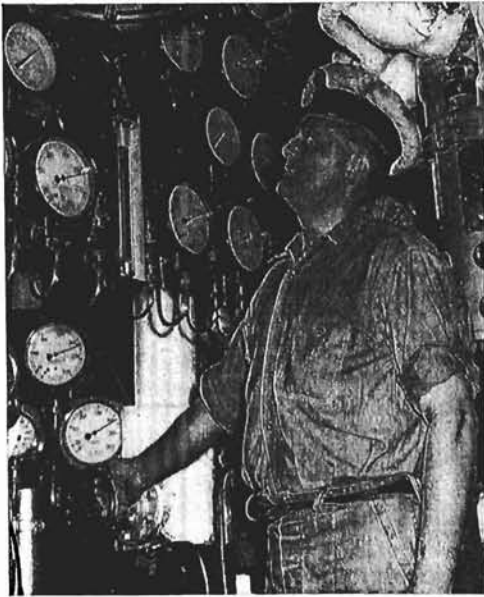
A party of 234 officers and men from the Magnificent and Micmac visited Rome September 29 and was received in a general audience by Pope Pius XII.

Speaking in English, the Pope addressed to them the following message:

"To the group of Canadian sailors from HMCS Magnificent and Micmac.

"Your vocation enables you to see a large part of the world. An old proverb has it 'He who travels far knows much.' This should be true. It is not always so. May this thought be with you in all places at all times: All men form but one great human family. It should be your ambition to unite these more closely with the bonds of love and kindness.

"We also send our blessing to your dear ones at home with the prayer that God's love and mercy may be with them always. We bless all religious articles you may have with you."



"While this was going on, the fighters were given opportunities for intercepting jets, escorting strikes and dog-fighting with RN Sea Furies . . . none of which is available to us, or seldom so, when we are operating alone. Result — that confidence in ability which comes only from practice.

"Here are some facts and figures which speak for themselves. During this cruise the 30th Carrier Air Group flew 2,155 hours, thereby exceeding the required target for the year. Since the beginning of August, 1,052 deck landings have been carried out. There were nine flying accidents . . . a flying accident being defined as any damage to an aircraft occurring between the time it commences to move under its own power, and the stopping of the engine on completion of the flight. Of these accidents, only four caused heavy damage: nevertheless, counting all, the accident rate works out at one for every 117 landings, a more satisfactory rate than that achieved by the RN at the present time. This rate is also the

It took a lot of people doing a lot of different jobs to keep the "Maggie" and her aircraft operating in top-notch trim — people like Petty Officer John Kiley, left, of Halifax, chief stoker of his watch; AB John Hughes, of New Westminster, an air fitter carrying out a daily inspection of a Sea Fury engine, and Petty Officer Albert Lockau, of Kitchener, Ont., and Halifax, an electrical technician who in this instance is re-winding an armature in the armature winding shop. (MAG-3250, 3323, 3552).

best achieved yet by the RCN and again goes to show that the higher the flying intensity, the lower the accident rate.

"Apart from the pure flying side of the cruise, the value of operating with another carrier and with a fleet, as we did off the south of France, cannot be over-estimated. It is reasonable to say that the ship as a whole was put to the test, and it was found

that she can well take her place in the fleets of the North Atlantic Treaty nations in an above-the-average fashion".

It almost looks as though CPO Fred Polishchuk has twin daughters, but actually the little number in the middle is a Spanish doll daddy brought back from Gibraltar for two-year-old Lynn. CPO Polishchuk, a photographer aboard the Magnificent, lives at Clarence Park, Dartmouth. (HS-16187).



Surprise Party

The chief and petty officers of HMCS Magnificent sprang a surprise on wives and friends who came down to the dockyard to greet them on the ship's return from the Mediterranean cruise.

Knowing their good ladies would probably be chilled after their vigil on the jetty while the carrier was brought alongside, the chiefs and POs prepared a buffet supper and played hosts at a pleasant reunion held in the warmth of their mess after the carrier had docked.

VICE-ADMIRAL GRANT RETIRES

*Vice-Admiral Mainguy is
New CNS; Rear-Admiral
Bidwell Becomes FOAC*

VICE-ADMIRAL Harold T. W. Grant, CBE, DSO, CD, RCN, Chief of the Naval Staff since September 1947, proceeded on retirement leave December 1, terminating a 37-year career in the Royal Canadian Navy.

He was succeeded by Rear-Admiral E. R. Mainguy, OBE, CD, RCN, formerly Flag Officer Atlantic Coast, whose promotion to vice-admiral became effective at the same time he took office as CNS.

The new FOAC is Rear-Admiral Roger E. S. Bidwell, CBE, CD, RCN, who previously had been serving temporarily as commanding officer of HMCS Naden and Commodore of the RCN Barracks, Esquimalt. His promotion to rear-admiral took place concurrently with his appointment as FOAC.

The Minister of National Defence, Mr. Brooke Claxton, paid the following tribute to Vice-Admiral Grant in his announcement of the latter's retirement:

"The Royal Canadian Navy was still in the throes of its transition from a wartime to a peacetime basis when Admiral Grant became Chief of the Naval Staff on September 1, 1947. Upon his shoulders fell the

responsibility for creating, within the limits of Canada's peacetime economy, a balanced naval force capable of putting to maximum use its ships, weapons, men and material.

"Under his guidance, naval planning and requirements were crystallized and co-ordinated in a clear-cut program combining expansion in size, development of efficiency and incorporation of new weapons, equipment and techniques.

"This was a task that could be accomplished neither overnight nor without numerous difficulties. For a time, the RCN went through an inevitable period of 'growing pains' which placed a heavy strain on its resources and personnel.

"In the past 18 months, however, there has been an evident transformation. A growing list of naval undertakings and achievements has clearly shown that the program fashioned under Admiral Grant's administration was soundly conceived.

"There were 6,814 officers and men in the regular force and eight ships in active commission when Admiral Grant took office as CNS in September, 1947. Now, four years later, the RCN is more than 12,000 strong and

has three times as many ships in service.

"More important, the Royal Canadian Navy is handling, virtually as a matter of course, greatly increased operational and training commitments. Among these has been the provision of three destroyers for continuous duty in the Korean war and the employment of another two as reliefs.

"Within the past year and a half, extended training cruises of considerable benefit have been made by RCN ships to Europe, Australasia and the Mediterranean.

"Accommodation and facilities, both at sea and ashore, have been expanded and improved, and there have been numerous innovations aimed at improving welfare and conditions of service.

"Not the least important of the developments to occur during Admiral Grant's regime has been the launching of an extensive shipbuilding program, with contracts for 39 new naval ships being placed in the hands of yards from coast to coast.

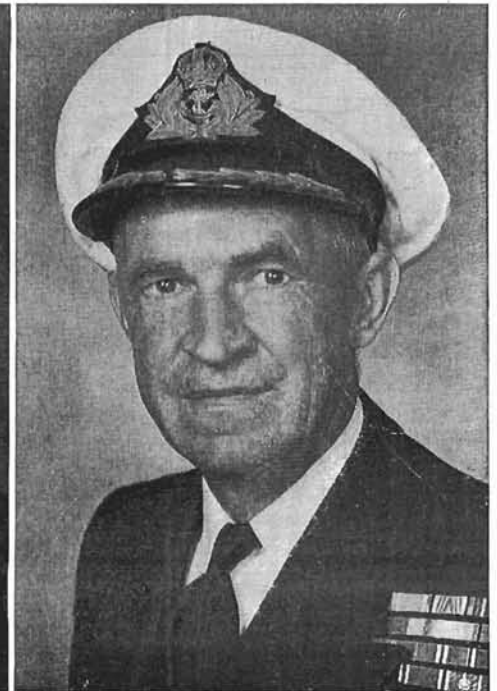
"Admiral Grant steps down with the knowledge that the service he leaves behind is mounted on a solid foundation, is steadily growing in



VICE-ADMIRAL H. T. W. GRANT



VICE-ADMIRAL E. R. MAINGUY



REAR-ADMIRAL R. E. S. BIDWELL

size and strength, and is ready, physically and mentally, for whatever an uncertain future may hold."

VICE-ADMIRAL H. T. W. GRANT

Vice-Admiral Harold T. W. Grant was born in Halifax on March 16, 1899. He entered the Royal Navy College of Canada there in 1914, graduating two years later. His first sea appointment came in February 1917, when as a midshipman he was appointed to HMS Leviathan. He subsequently served in HMS Roxborough and HMS Minotaur in the Atlantic and North Sea.

Promoted to sub-lieutenant in 1919, he was appointed to HMS Warwick and in her saw active service in the Baltic Sea in 1919-20. Later he took a specialized navigation course with the Royal Navy, then returned to Canada in 1923 to join HMCS Patriot, a destroyer based at Halifax. A year later he went to the West Coast for service in HMCS Patrician, also a destroyer. From 1927 to 1931 Admiral Grant again served in ships of the Royal Navy, including HMS Warspite and HMS Queen Elizabeth.

He was appointed to the newly-acquired Canadian destroyer Saguenay in 1931, and served in this ship until he was appointed Director of Naval Plans in 1934.

The following year he was named Director of Naval Reserves, with the rank of commander. In 1936 he took a naval staff course in the United Kingdom, later serving on the staff of the Commander-in-Chief, Atlantic Fleet, in HMS Nelson.

On his return to Canada in 1938, Admiral Grant was appointed commanding officer of HMCS Skeena, and was in command of this ship during the visit to Canada of Their Majesties, King George and Queen Elizabeth, in 1939, the Skeena embarking the Royal party for passage to and from Prince Edward Island.

Serving at sea in the Skeena at the outbreak of war, he was later appointed to the staff of the Commanding Officer Atlantic Coast, in Halifax. He was promoted to the rank of captain in July 1940 and was appointed Director of Naval Personnel at Headquarters in September of the same year.

From September 1942 to March 1943 he was Captain (D), Newfoundland, and as such was in charge of the escort fleet operating out of St. John's.

Admiral Grant was appointed in command of the Royal Navy cruiser Diomedé in March 1943 and later

commanded the cruiser HMS Enterprise.

In the latter ship he took part in an action in the Bay of Biscay in the winter of 1943, in which the Enterprise and HMS Glasgow engaged 11 enemy destroyers. Three of the destroyers were sunk, several were damaged and the remainder were driven into a French port. For his services in this action Admiral Grant was awarded an immediate Distinguished Service Order.

The Enterprise, under Admiral Grant's command, also took part in D-Day landings, leading the assault force to Utah Beach and operating as bombardment ship. Mentioned in despatches for action off the coast of France, he was subsequently wounded in action at the bombardment of Cherbourg. For his services in the latter engagement he was awarded the American Bronze Star Medal.

Vice-Admiral Mainguy is Seventh CNS

Vice-Admiral E. R. Mainguy becomes the seventh officer to occupy the highest post in the Royal Canadian Navy. His predecessors were:

- 1910-1920 — The late Admiral Sir Charles Kingsmill.
- 1920-1934 — Rear-Admiral Walter Hose, CBE.
- 1934-1944 — The late Admiral Percy W. Nelles, CB.
- 1944-1946 — The late Vice-Admiral George C. Jones, CB.
- 1946-1947 — Vice-Admiral Howard E. Reid, CB.
- 1947-1951 — Vice-Admiral Harold T. W. Grant, CBE, DSO, CD.

Early in 1945 he commissioned, as commanding officer, the cruiser HMCS Ontario and took her by way of the Suez Canal to the Far East, arriving too late, however, to see action.

He was appointed to be Additional Commander of the Military Division of the Most Excellent Order of the British Empire in January 1946 for "exceptionally competent seamanship and gallantry at sea, and administrative ability ashore."

On February 1, 1946, he assumed the post of Chief of Naval Administration and Supply and as Third Member of the Naval Board. He was promoted to the rank of rear-admiral on February 28, 1946.

He was appointed Chief of the Naval Staff and promoted to the rank of vice-admiral on September 1, 1947.

VICE-ADMIRAL E. R. MAINGUY

Rear-Admiral Edmond Rollo Mainguy was born May 11, 1901, at Chemainus, B.C. His naval career dates from his entry into the Royal Naval College of Canada at Halifax in 1915. On graduation in 1918, he was appointed midshipman and served on board HMS Canada, a battleship veteran of Jutland, during the closing months of the First World War. On his return to Canada in 1921, he served in the cruiser HMCS Aurora and the destroyer HMCS Patrician. The same year he was promoted to lieutenant.

In 1923 he began a specialized course in signals with the Royal Navy and on its completion was appointed Signals Officer at HMCS Naden. His next appointment, in 1926, was as Supervising Officer of Western Divisions of the RCNVR, with headquarters in Ottawa.

In 1928 Rear-Admiral Mainguy went to the Royal Navy for additional service and training. In 1930 came his appointment to the destroyer Vancouver as executive officer, followed a year later by assignment to the Royal Navy's America and West Indies Station for special signals duties.

This was followed by service in the Canadian destroyers Saguenay and Vancouver. Then, in 1937, he was appointed Director of Naval Reserves.

War was only eight months away when Rear-Admiral Mainguy entered the Royal Naval College at Greenwich, England, for a staff course. On completing this course, he was appointed in October 1939 to command the destroyer Assiniboine and was senior officer of some of the first convoy escort groups of the war.

Promotion to the rank of captain came in June 1941, when he was also appointed Captain (D), Halifax. Later in the same year he became Captain (D), Newfoundland.

During his term of service there, Rear-Admiral Mainguy showed intense interest in the personal welfare of the officers and men of the escort vessels. He founded the Sea-Going Officers' Club, the "Crow's Nest", and established a rest camp for the men in the interior of the Avalon peninsula. The rest camp had facilities for swimming, fishing and outdoor sports and was designed to provide a complete change from the rigors of the North Atlantic.

In November 1942 Rear-Admiral Mainguy was appointed Chief of Naval Personnel and a member of the Naval Board at Headquarters.

After holding this post for almost two years, he was appointed commanding officer of Canada's first modern cruiser, HMCS Uganda (now Quebec).

The Uganda was to have been the vanguard of a fleet of 60 Canadian warships in the war against Japan. As it happened, she was the only Canadian warship to see action in the final phases of the Pacific war. Under Rear-Admiral Mainguy's command, she took part in the bombardment of Sakishima and was flagship of a naval force which bombarded the Japanese sea fortress of Truk.

In the early months of 1946 the Uganda, still under his command, made a combined training and goodwill cruise around the continent of South America. She was the first Canadian warship to round Cape Horn.

Rear-Admiral Mainguy's service in the Second World War won him two awards, the OBE "for gallantry and distinguished services before the enemy" as senior officer of convoy escort groups, and Mention in Despatches "for outstanding zeal, patience and cheerfulness, and for never failing to set an example of wholehearted devotion to duty".

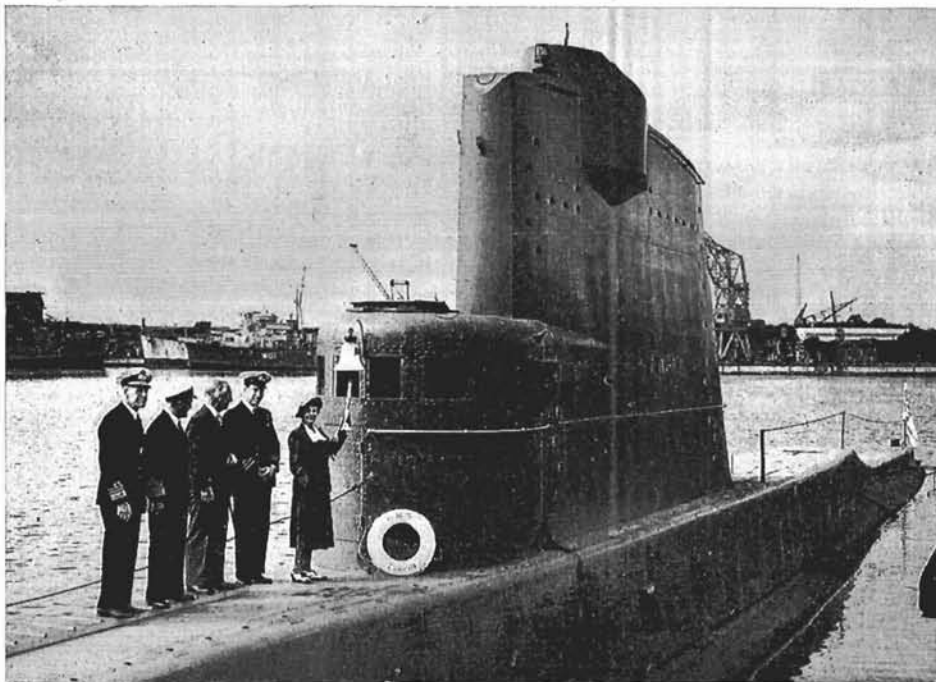
He was promoted to the rank of commodore in July 1946 and a month later was appointed Commanding Office Pacific Coast, with the rank of acting rear-admiral. He was confirmed in rank on July 1, 1947. On October 1, 1948, he took up the appointment of Flag Officer Atlantic Coast.

Rear-Admiral Mainguy served in 1949 as chairman of a three-man commission appointed by the Minister of National Defence to investigate a series of incidents which had taken place in three of HMC ships. The commission conducted exhaustive inquiries into the incidents and the other matters concerning the Navy, and produced a comprehensive report — "The Mainguy Report". This report recommended and resulted in certain reforms and improvements and in general had the effect of both unifying and stabilizing the Navy.

COMMODORE R. E. S. BIDWELL

Commodore Roger E. S. Bidwell was born September 14, 1899, at Peterborough, England. He attended Bishop's College School at Lennoxville, Que., where his father, later Anglican Archbishop of Ontario from 1913 to 1926, was headmaster, and also attended St. Alban's School, Brockville.

He entered the Royal Naval Col-



HM Submarine Turpin, above, presents a startling effect following her conversion to withstand atomic bomb attack. In an extensive rebuilding job, the Turpin had her superstructure and hull "ironed out" to offer a minimum of resistance to atomic blast. A streamlined conning tower masks the periscope, radar mast and other navigational and operational aids, while forward of it is what appears to be a wheelhouse equally streamlined. Originally launched in 1944, the Turpin was launched recently for the second time, with Lady Tovey, wife of Admiral of the Fleet Lord Tovey, officiating. Lady Tovey is shown holding the submarine's bell. (United Kingdom Information Office Photo).

lege at Halifax in 1915, and following his graduation saw active service in the First World War aboard HMS Canada.

After the war he served alternately with the Royal Navy and the RCN. He commanded two Canadian destroyers, HMCS Champlain in 1936 and HMCS St. Laurent in 1937. In 1938 he attended the Royal Naval Staff College at Greenwich, England.

At the outbreak of the Second World War he was senior staff officer to the Commander-in-Chief of the Royal Navy's East Indies Division. In June 1940 he became Director of the Operations Division at Ottawa and in 1941 went to Newfoundland as Staff Officer, and subsequently Chief of Staff, to the Flag Officer Newfoundland Force. He was promoted to acting captain in December 1941 and was confirmed in this rank on January 1, 1943.

In 1943 he was appointed as Chief of Staff to the Commander-in-Chief, Canadian Northwest Atlantic, at Halifax.

The Canadian-manned escort carrier HMS Puncher, which was commissioned in Vancouver in April 1944, was commanded throughout her wartime career by Commodore Bidwell

and, when hostilities ended, continued under his command as a troop carrier, returning about 4,000 Canadian servicemen and servicewomen from overseas. The Puncher was a lease-lend ship and Commodore Bidwell delivered her to United States authorities at Norfolk, Virginia, in January 1946. One month later he was appointed to Naval Headquarters as Director of the Naval Air Division.

Early in 1947 he attended the Imperial Defence College in the United Kingdom and on September 1 of the same year was appointed Naval Member of the Directing Staff of the National Defence College, Kingston.

In July 1949 Commodore Bidwell was appointed Assistant Chief of the Naval Staff (Plans) and a member of the Naval Board. He held this appointment until September 1951, when he was appointed temporarily in command of HMCS Naden and as Commodore of the RCN Barracks, Esquimalt.

Commodore Bidwell was awarded the United States Legion of Merit, Degree of Officer, in May, 1946. One month later he was awarded the CBE "for continued initiative, zeal, accuracy and understanding".

At 33, a 15-Year Veteran

FOUR years in HMCS Saguenay and a year in the Haida during her epic striking days in the English Channel and the Bay of Biscay are among the experiences of CPO John F. Lipton, Man of the Month choice of the Torpedo Anti-Submarine School at HMCS Stadacona.

CPO Lipton is one of those comparatively young veterans who have seen a lot of service in the course of their naval careers. He entered the RCN as an ordinary seaman in January 1937, eight days after his 18th birthday; next month, at the age of 33, he will be able to look back on 15 years in uniform.

Lipton was born in Stellarton, N.S., entered the Navy at Halifax, trained for six months in Stadacona, then went to sea in the Saguenay.

He stayed in the "Sag" from June 1937 until July 1941, excepting a two-month session in Stadacona for qualifying courses. He joined the ship an ordinary seaman and was advanced to acting petty officer a month before he left her for the last time.

The Saguenay was based on Halifax and was ready to move into action upon the outbreak of the war. In fact, she had already completed a week of anti-submarine patrols when, on September 10, Canada officially entered the war. On the 16th the Saguenay and HMCS St. Laurent, the latter newly arrived from the west coast, escorted the first convoy out of Halifax.

CPO Lipton was in the Saguenay when she was despatched a short time later to the Caribbean for blockade duties, watching for Axis ships which might try to sneak out of Central American ports. She was based on Kingston, Jamaica, but, says Lipton, they didn't see much of the port. For two months the routine was "nine days out and four hours in."

A year later he was wounded when the Saguenay became the first Canadian warship to be torpedoed in the war. The destroyer was operating on convoy duty out of the United Kingdom and was 300 miles west of Ireland when she was "fished."

The Saguenay lost a large section of her bow but, by dint of excellent seamanship on the part of her commanding officer, the late Commodore G. R. Miles (then a commander), and hard work on the part of her ship's company, she made port under her own steam.

Twenty-one men were lost in the torpedoing and 18, including CPO Lipton, were sent to hospital in England.

After recovering from his injuries, Lipton returned to Canada in HMCS Bittersweet, one of the first Canadian corvettes, and for the next three months was an instructor in the Asdic School in Stadacona.

CPO Lipton served in the Bangor minesweeper HMCS Burlington during the submarine offensive in the St. Lawrence river and gulf in the summer and fall of 1942.

Later he went overseas as a member of the advance party standing by the Haida while she was on the slips at Newcastle. The Haida was commissioned in the fall of 1943 and the next three months were spent between Scapa Flow and Russia.

In January 1943 the Haida was attached to the Tenth Destroyer Flotilla, based at Plymouth, for pre-invasion operations. She saw her first action in April when, with HMCS Huron, HMS Ashanti and HMS Tartar, she fought a five-hour running battle in the English Channel with five German destroyers, sinking one and driving another ashore. Two more were heavily damaged and put out of action for some time.



CHIEF PETTY OFFICER JOHN F. LIPTON

Three days later the Haida and HMCS Athabaskan sailed on what was to be the latter's last patrol. The two ships encountered two German destroyers and were opening a blistering attack when the Athabaskan was struck by a torpedo which sent her to the bottom. The Haida gained immediate revenge, scoring numerous hits on one of the enemy ships and driving it on the rocks, where she pounded it into a blazing wreck.

The Haida then returned to where the Athabaskan had gone down and began to pick up survivors. She was only five miles off the French coast and, with dawn breaking, was in imminent danger of shore battery fire and attack by aircraft, submarine and E-boat. Thus she could only remain stopped for a few minutes, in which time she picked up 38 of the Athabaskan's officers and men. Another six turned up later (together with three Haidas) in the ship's motor cutter, which had been left behind when the Haida started back for Plymouth.

On June 24, 1944, the Haida and HMS Eskimo combined in the destruction of a U-boat and, for his services in this action, CPO Lipton was awarded the Distinguished Service Medal.

Lipton returned to Canada in the fall of 1944 and in January 1945 was drafted to Cornwallis. From there he went on Pacific leave but, like many others, never got to the Far East. Instead, he went back to Stadacona.

His next job was organizing Sea Cadet Corps in the Bay of Fundy area. He then had a four-month spell in his old love, the Haida, as Chief Bosn's Mate. From her he went to the TAS School, where he is now Regulating Chief and a TAS instructor.

CPO Lipton married the former Jean Smith, of Halifax, in 1940. They now have four sons:—Richard, 11; Harry, 8; "little Johnny," 6, and Brian, 4— and a daughter, Carol, 9.

Quite a boxer in his day, Lipton won the middleweight championship of the Canadian armed forces in 1937. His other sports are rugby, soccer and football. He managed the TAS hockey and softball teams in 1949, the year both teams won the inter-part championships in Stadacona. Recently he promoted an amateur boxing night to assist St. Paul's School in Dartmouth, where he now makes his home.



OFFICERS *and* MEN



Athabaskan PO Tours US with UN Party

Petty Officer Stoker Mechanic Thomas A. Dawe, of Nanaimo, B.C., a member of the ship's company of HMCS Athabaskan, represented the Royal Canadian Navy in a selected United Nations group which toured the United States in late October and early November.

Financed by the US government, the tour for United Nations servicemen from forces in Korea was arranged in connection with United Nations Day ceremonies in Washington, October 24. They subsequently toured the country, stopping at all major cities. The majority of the group were wounded veterans and their appearance in North American cities emphasized the job the United Nations is doing in Korea and the

urgent need for blood for the forces.

Petty Officer Dawe and Cpl. Jean Raymond Roy, 26-year-old Montreal section leader of the Royal 22nd Regiment, were the Canadian Service representatives.

In Manhattan, Mayor Vincent R. Impellitteri presented the Korean veterans with a specially struck bronze medal of honor of the City of New York. Similar honors were bestowed upon the servicemen in other cities they visited.

The group of some 50 sailors, soldiers and airmen from the 19 countries actively participating in the Korean campaign split up following the New York visit. Half of them toured the northern states and made a side trip to Ottawa. The others, among whom was Petty Officer Dawe, went south. The tour concluded in

San Francisco, from where some proceeded on leave to their homes and others returned to the Korean fighting front.

Petty Officer Dawe served in the Athabaskan throughout her first tour of operations in Korean water and was among those who remained in the ship when she went back for a second time.

A veteran of 14 years in the RCN, he served at sea during the war in the Armentieres, Agassiz, Sorel, Mulgrave and Prince Robert. Since the end of the war he has seen service in Naden and the Ontario, as well as the Athabaskan.

Recent Appointment Changes of Interest

The following appointments are among those of interest which have taken place recently or will take place in the near future:

Commander Georges A. LaRue, to HMCS Stadacona on the staff of Flag Officer Atlantic Coast as Staff Officer Plans and Operations. Formerly at Naval Headquarters with the secretariat of the Chiefs of Staff.

Commander J. C. Littler, to HMCS Crescent in command. Formerly in temporary command of HMCS Huron.

Lieut.-Cdr. I. A. McPhee, to HMCS Wallaceburg in command. Formerly executive officer of HMCS Crescent.

Lieut.-Cdr. W. E. Williams, to HMCS Whitethroat in command. Formerly in HMCS Naden.

Lieut.-Cdr. J. B. Bugden, to HMCS Stadacona as Reserve Training Commander. Formerly in HMCS Donnacona as Staff Officer.

Lieut.-Cdr. D. M. MacDonald, to Naval Headquarters on attachment to the secretariat of the Chiefs of Staff. Formerly at HMCS Stadacona as Reserve Training Commander.

Surgeon Commander H. R. Ruttan, to HMCS Cornwallis as Principal Medical Officer. Formerly in HMCS Ontario as PMO.

Surgeon Commander J. W. Rogers, to HMCS Ontario as Principal Medical Officer. Formerly at HMCS Naden as PMO of RCN Hospital and as officer in charge of the Medical



Petty Officer James E. Callighen, 24, of Toronto and Dartmouth, was invested recently with the United States Legion of Merit for his part in the rescue in November 1949 of 19 survivors of a B-29 bomber crash off Bermuda. PO Callighen was coxswain of the whaler from HMCS Haida which picked up the men. Here Mrs. Callighen admires the Legion of Merit a few minutes after the investiture at the U.S. Consulate in Halifax. PO Callighen missed an earlier investiture at which three other members of the RCN were similarly honored, he being on Korean service in HMCS Nootka at the time. (Photo by Maurice Crosby, Halifax Mail-Star).

Branch School and on the staff of Command Medical Officer as Hygiene Officer.

Surg. Lieut.-Cdr. J. C. Gray, to HMCS Naden as Principal Medical Officer of the RCN Hospital and officer in charge of the Medical Branch School and on the staff of Command Medical Officer as Hygiene Officer. Formerly in HMCS Cayuga.

Surg. Lieut.-Cdr. D. B. Maunsell, to HMCS Niagara for course at the U.S. Naval Medical Centre, Bethesda, Maryland. Formerly at HMCS Cornwallis as PMO.

Surg. Lieut.-Cdr. R. H. Roberts, to HMCS Magnificent as Principal Medical Officer. Formerly at HMCS Stadacona for duty in RCN Hospital.

CPO John W. Jewers Receives Commission

Chief Petty Officer John W. Jewers, 31, of Halifax, has been promoted to the rank of acting commissioned communications officer and has commenced an officer's divisional course at Cornwallis.

Commissioned Communications Officer Jewers entered the RCN in August 1939 as an ordinary seaman and took his early training in Stadacona.

During the war he served at sea in the corvette Brandon, the depot ship Preserver and the frigates Prince Rupert and Coaticook. Most of his time ashore was spent at the Signal School at St. Hyacinthe. Since the war he has served at Albro Lake Radio Station, in the New Liskeard, La Hullose, Portage and Nootka and at Stadacona.

Three Groups Finish Supply School Courses

Three groups of able seamen and ordinary seamen successfully completed technical courses October 12 in the Supply School at HMCS Naden.

Those granted trade group one upon completion of a victualling stores course were: Able Seamen F. Finter, M. I. Love, W. H. Baxter, W. Matthews and G. H. Morrison and Ordinary Seamen R. Blake, R. Clerk, D. Mousseau, D. Parsons, E. Slade and W. Thompson.

The following men completed a cook's technical course and were granted trade group one: Able Seamen E. J. Eison, W. C. Brownlee and M. Penney and Ordinary Seamen M. Quigley, A. McMaster, M. T. Rousseau, G. Cudmore, D. F. Purdy, F. L. Morgenroth, D. E. Scollie, N. Dix, G. W. Newans, P. M. Power, L. Martel, G. Colome, J. Markesino,



"Nothing to it," says PO Cecil Muzzerall, of Chatham Head, N.B., as he demonstrates how to be comfortable in a hammock for the benefit of three smiling but doubtful airmen in a messdeck on board the Magnificent. The airmen belong to 410 squadron, whose personnel and Sabre jet aircraft were transported to the U.K. in the Magnificent in November. Left to right are LAC Donald Stepson, Montreal; LAC Donald Webster, Penetang, Ontario, and AC1 William Atton, Cutknife, Sask. (HS-16235).

A. Perry, G. Gaudon and T. E. Booth.

Those completing a stores course and qualifying for trade group one were: Ordinary Seamen R. Cushing, D. Harris, C. Leaman, R. Didemus, E. Robinson, J. Attwell, W. Koch, J. Pelletier, M. Grayer and F. Guinn.

Two CPOs Receive Long Service Medals

Long Service and Good Conduct medals were presented to Chief Petty Officers Richard Gardner and Donald Cutry by Commodore A. M. Hope during ceremonial divisions at HMCS Stadacona September 28. The presentation of medals to these two men was one of the last official acts of Commodore Hope prior to his proceeding on retirement leave.

Queen Chiefs and POs Hold Annual Dinner

CPO Les Paige was re-elected president of the chief and petty officers' mess of HMCS Queen at the annual dinner meeting in the King's Hotel, Regina.

Others elected to office were: vice-president, CPO James Brown; second vice-president, CPO H. Morrison; treasurer, PO F. Dubinsky; secretary,

PO E. G. Booth, and house committee chairman, CPO V. Horth. PO S. A. Morrison was named chairman of the entertainment committee and ex-PO Writer Orville Heron was chosen head of the honorary members of the mess.

Lieut.-Cdr. D. F. Clark, commanding officer of Queen, was guest speaker at the dinner.

Torpedo Detector Class Graduates at Naden

Eight men graduated recently from a non-substantive course for torpedo detector second class, held in the TAS Training Centre at HMCS Naden. They were PO C. Butler, PO R. Hamilin, Ldg. Sea. F. McLeod, Ldg. Sea. B. Mohns and Able Seamen J. Hagen, H. Shore, C. Ayotte and D. McRae.

Nine ABs Complete Anti-Aircraft Course

Nine able seamen successfully completed a recent anti-aircraft third class qualifying course in HMC Gunnery School, Halifax. They were Able Seamen F. Byrne, J. J. Barry, A. Irving, D. McVey, D. Pilot, G. Seguin, D. W. Williams, D. Ivany and F. Mullin.

New Commanding Officers in Two Maritime Divisions

New commanding officers have taken up their appointments in two Maritime naval divisions, HMCS Queen Charlotte and HMCS Brunswick.

Captain J. J. Connolly has retired as commanding officer of Queen Charlotte, concluding a 25-year career with the naval reserve. He has been succeeded by Lieut.-Cdr. John J. Trainor, formerly executive officer of the division.

Captain C. H. Bonnycastte, commanding officer of Brunswick since August 1947, has reverted to the retired list of the RCN(R). His successor is Acting Commander John A. MacKinnon.

Commander MacKinnon entered the RCNVR in February 1941 as a mate. During the war years he commanded the minesweepers Llewellyn and Suderoy VI. In July 1945 he was appointed to HMCS York for training of Russian minesweeping crews.

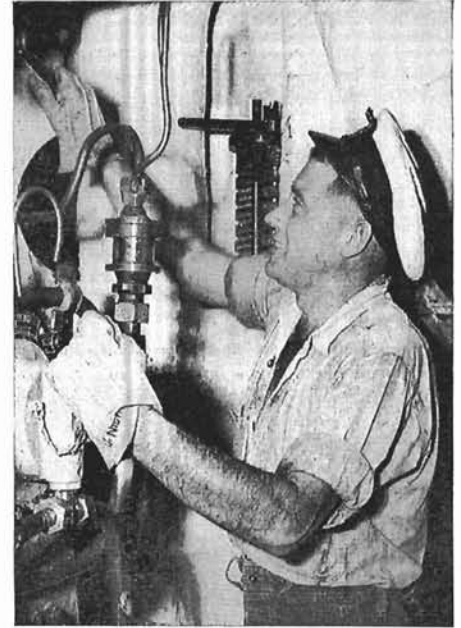
He took command of the Bangor minesweeper Westmount in September 1945 and a month later went ashore, first for duty with Captain (D) Halifax, and later for duty with the Staff Officer Rehabilitation. He was demobilized in January 1946.

Commander MacKinnon entered the active list at Brunswick in March 1948 as a lieutenant. He was promoted to acting lieutenant-commander in January 1949 and was confirmed in rank a year later. Upon assuming command of Brunswick on November 1, he was promoted to the acting rank of commander.

Lieut.-Cdr. Trainor entered the RCNVR in November 1941 as a probationary sub lieutenant on divisional strength at Charlottetown. In March 1942 he went to HMCS Kings for training and in August of the same year was appointed to the corvette Sherbrooke. He was promoted to lieutenant in January 1944 and six months later became executive officer of the corvette Wetaskiwin.

He came ashore to Stadacona in June 1945 for a brief stretch of duty on the staff of the Commander-in-Chief, Canadian North West Atlantic, prior to going to Queen Charlotte as rehabilitation officer. He was demobilized in March 1946.

Lieut.-Cdr. Trainor entered the active list of the RCN(R) in May 1948 and in January of this year became executive officer of the Charlottetown division. He was promoted to lieutenant-commander in March.



The temperature in HMCS Ontario's engine room went well over the 100-degree mark when the cruiser steamed through the Canal Zone en route from Esquimalt to Halifax for her Royal Visit duties. For the engine and boiler rooms staffs it was all part of the job and, like sweating CPO James Nicholson, above, they carried on the same as usual. (OC-881).

Command of Three Air Squadrons Changes

Changes in the command of three RCN air squadrons were included in the following naval aviation appointments announced recently:

Lieut.-Cdr. (P) D. H. P. Ryan to the 30th Carrier Air Group in command of 871 squadron. Formerly Lieutenant-Commander Flying and Chief Ground Instructor, HMCS Shearwater.

Lieut. (P) W. D. Munro, to HMCS Shearwater. Formerly in command of 871 Squadron.

Acting Lieut.-Cdr. (P) Donald W. Knox, to Shearwater as Lieutenant-Commander Flying and Chief Ground Instructor. Formerly in command of 880 squadron, 31st Support Air Group.

Lieut. (P) E. M. Davis, to 31st SAG in command of 880 squadron. Formerly at Naval Headquarters as officer in charge of the Accident Investigation and Prevention Section.

Lieut.-Cdr. (P) J. N. Donaldson, to HMCS Magnificent (temporary) prior to taking the junior officers technical and leadership course at HMCS Stadacona. Formerly in command of 881 squadron, 30th CAG.

Lieut. (P) W. H. Atkinson, in



Ord. Sea. Ronald Collins, of Oshawa, was one of the more than 640 officers and men who donated blood at a two-day clinic held at Cornwallis. Red Cross nurse Phillis Eldridge extracts a pint of blood from Ord. Sea. Collins, with the assistance of Red Cross worker Shirley McDonald. (DB-1121-3)

command of 881 squadron. Formerly in 881 squadron.

Lieut.-Cdr. (O) J. A. Stokes, to Naval Headquarters as Naval Assistant to the Chief of Naval Aviation. Formerly in HMCS Magnificent as Lieutenant-Commander Operations.

Lieut.-Cdr. (P) H. J. Hunter, to Naval Headquarters as Staff Officer Air Training on the staff of the Chief of Naval Aviation. Formerly executive officer of HMCS Micmac.

Retirements

CPO DONALD CLAIR ARMSTRONG

Rating: C2MR3
Age: 42
Address: R.R.1, Armdale, N.S.
Hometown: Little Current, Ontario.
Joined: November 28, 1928, as an ordinary seaman
Served In: HMS Victory, Iron Duke, Excellent; HMC Ships Stadacona, Festubert, Champlain, Saguenay, Venture, Skeena, St. Malo, Columbia, Annapolis, Haida and Peregrine and Point Edward Naval Base.
Retired: October 9, 1951.

CPO ALBERT LAYCOCK

Rating: C1MR3
Age: 40
Address: 1777 Denman Street, Victoria.
Hometown: Rocky Mountain House, Alta., and Bradford, Yorkshire, England.
Joined: October 20, 1930, as an ordinary seaman.
Served in: HMCS Naden, Vancouver, Skeena, Fraser, Restigouche, Stadacona, Avalon, Protector, Givenchy, Uganda, Ontario, Rockcliffe and Bytown.
Awards: Long Service and Good Conduct Medal.
Retired: October 5, 1951.

Weddings

Lieut. James O'Connor Murray, HMCS La Hulloise, to Miss Mary Norma MacDonald, of Halifax.

Lieut. A. D. Taylor, HMCS Antigonish, to Miss Ruth Bromley, of Vancouver.

Lieut. William A. Hughes, HMCS Antigonish, to Miss Miriam Carter, of Alberni, B.C.

Sub-Lieut. Barry Morton Saper, HMCS Donnacona, to Miss Helena J. A. Henshaw, of Montreal.

Petty Officer Ted Pringle, HMCS Ontario, to Miss Elizabeth Joleys, of Coverdale, B.C.

Petty Officer W. A. Thompson, HMCS Chatham, to Miss Rita Ouellette, of Quebec City.

Petty Officer J. H. Arrowsmith, HMCS Antigonish, to Miss Cecile E. Rousseau of Sylvan Lake, Alberta.

Petty Officer Nelson Bondesen, HMCS Antigonish, to Miss Jenny Simmonds, of Shaunavon, Sask.

Ldg. Sea. K. McCoy, HMCS Ontario, to Miss Bernice Harper, of Waseca, Sask.

Able Seaman George Allan Ching, HMCS Stadacona, to Miss Mary Cecelia Leahy, of Halifax.

Able Seaman Kerry Jones, HMCS Antigonish, to Miss Miriam A. Brice, of Victoria.

Able Seaman Gordon Stinson, HMCS Antigonish, to Miss Margaret Wass, of Regina.

Able Seaman Arnold Eaton, HMCS Antigonish, to Miss Patsy McMann, of Chilliwack, B.C.

Able Seaman Llewellyn Hounsell, HMCS Magnificent, to Miss Dorothea Margaret Miller, of River Hebert, N.S.

Births

To Lieut.-Cdr. Dunn Lantier, HMCS Magnificent, and Mrs. Lantier, a daughter.

To Sub-Lieut. J. C. T. Belcher, HMCS Sioux, and Mrs. Belcher, a daughter.

To Chief Petty Officer Norman Keziere, HMCS Naden, and Mrs. Keziere, a daughter.

To Chief Petty Officer J. Ferguson, HMCS Ontario, and Mrs. Ferguson, a son.

To Chief Petty Officer F. Martin, HMCS

Ontario, and Mrs. Martin, a daughter.

To Chief Petty Officer Percy Schurman, HMCS Stadacona, and Mrs. Schurman, a son.

To Ldg. Sea. G. W. Rushton, HMCS Ontario, and Mrs. Rushton, a son.

To Ldg. Sea. John Rusnak, Aldergrove Radio Station, and Mrs. Rusnak, a daughter.

To Ldg. Sea. George W. Edgington, HMCS Sioux, and Mrs. Edgington, a daughter.

To Ldg. Sea. Albert Gallant, Diving Tender 7, and Mrs. Gallant, a son.

To Ldg. Sea. Steve Dowey, HMCS Stadacona, and Mrs. Dowey, a daughter.

To Ldg. Sea. Gordon Hewen, HMCS Portage, and Mrs. Hewen, a daughter.

To Able Seaman Douglas Peyton, HMCS Sioux, and Mrs. Peyton, a daughter.

To Able Seaman Norman Windfield, HMCS Portage, and Mrs. Windfield, a daughter.



Pictured above are the members of the 21st and 22nd leadership courses for chief and petty officers to pass through HMCS Cornwallis.

In the upper photo (Course No. 21) are: Front row, left to right, POs G. Robinson and R. Sallis (instructor), Commissioned Bos'n W. H. Myers (course officer), and POs J. Camerson and G. Keeper. Rear row, POs R. Jenkins, G. Pettigrew, K. Stewart, J. Pelletier, R. Duiven and J. O'Halloran. (DB-1099-1).

In the lower photo are: Front row, POs A. Butler, D. Rimmer and J. Drew, CPO A. P. Howard (instructor), Instr. Lieut.-Cdr. G. C. Gray (course officer), CPO S. Ratcliffe, CPO J. Blair and PO T. Albion. Centre row, POs A. Deans, E. A. Rigby, A. Ralston, D. Addison, D. Marston, W. Ball and H. Moseholm. Rear row, POs L. Vipon, J. Hague, R. Budenheim, R. Spicer, G. Keery and R. Patterson. On course but missing from the photo is PO W. E. John. (DB-1110-1).

LOWER DECK ADVANCEMENTS

Following is a further list of advancements of men on the lower deck. The list is arranged in alphabetical order, with each man's new rating, branch and trade group shown opposite his name.

BAILEY, Donald P.	LSAR1
BARKER, Gordon T.	LSAN1
BARLOW, James.	LSEM1
BATE, Geoffrey K.	C2CV3
BEAN, William H.	P2CR2
BEATTY, Lawrence E.	P1CR2
BELANGER, Roger A.	P1ER4
BELL, William I.	LSTD1
BENT, Rhodes D.	LSAF1
BERGSTROM, Lloyd G.	PISM3
BERTRAND, David.	P2AR2
BEST, Bernard A.	C2CR3
BIRD, Frederick.	C2QR2
BLACK, James A.	P1RP2
BLANCHARD, Henry G.	P1AC2
BOLT, Roderick A.	P1PT1
BONNER, Albert L.	C2CV3
BRITTON, Peter W.	P2AN2
BROWNELL, Albert H.	LSFM2
BRUCE, Douglas A.	LSAN1
BRUCE, William C.	LSEM1
BUDSHEIM, Roy A.	P1FM2
BURGESS, Richard W.	LSCV1
BUTTERWORTH, Stuart.	P1AA1
CADWALLADER, Charles W.	P1SH4
CALLIGHEN, James E.	P1RC2
CARPENTER, Ray M.	P2EG3
CARSON, William K.	P1CR2
CASSIDY, Ingram M.	P1AL2
CATRAL, Earl W.	LSAR1
CAYA, Maurice F.	LSCR1
CHOQUETTE, Lawrence H.	C2AT4
CLARK, George A.	PISM2
CLARK, Percy R.	LSRCS
CLARK, William D.	P2CR2
COCHRANE, Adam.	C2GI3
CONKIE, David J.	LSAO2
CONNER, Stanley W.	LSAR2
CORNISH, Ernest A.	P2CV2
COUGHLAN, John J.	P1AO2
CUNNINGHAM, Frederick W.	LSED3
DEWELL, Wilfred.	P2AF2
DINSDALE, Gerald O.	LSAO2
DRINKWATER, Donald R.	LSAL1
DROESKE, Milton H.	LSAF1
DUFFIE, John E.	LSAL1
DUFOUR, Gerald J.	P1CR2
DUNN, John M.	C1AT4
EHLERS, Gordon E.	LSCV1
EXLEY, Earle W.	LSCR1
FAULKNER, Clarence H.	C2SM3
FOREMAN, Robert L.	LSAF1
FORRESTER, Charles M.	PISM2
FOSTER, Roy E.	PISM2
FRASER, Thomas J.	C2CR3
FRENETTE, Jean A.	P2AR2
GALLAHER, Gerald V.	LSCK1
GARDNER, Frank S.	LSAR2
GENIK, John H.	LSCR1
GILES, John R.	LSAN2
GILHEN, Cyril F.	C1AT4
GREENWOOD, Harold M.	P2AF2
GREGORY, Albert P.	P2AL2
GREGORY, Gordon V.	PISM2
HAMILTON, Donald W.	LSEM1
HAMILTON, Terence J.	LSCV1
HARKINS, Raymond G.	P2AC2
HARRIS, Alton D.	LSAR1
HARRIS, George B.	LSEM1

HEBERT, Raymond C.	LSCR1
HEISE, Russell J.	P2AC2
HICKEY, Jeremiah.	C2AR3
HIEBERT, Edwin P.	P2ET3
HILL, Thomas H.	LSCR1
HLADY, Peter.	C2SE3
HODGSON, Elmer J.	LSAF1
HUGHES, John F.	LSAF1
HUME, Thomas W.	P1CV3
IRONSIDE, Hugh A.	P2AO2
JACKSON, Arthur H.	P2FM2
JAMER, Dick B.	LSAF1
JAMIESON, John.	C2QR2
JANUSAS, Edmund A.	LSAR1
JOHNSON, Beverly C.	LSAR1
JOHNSON, Richard L.	C2CV3
JONES, Herbert E.	PISM2
KEANE, Norman A.	P1TD1
KETTLE, Robert G.	LSCV1
KURMEY, Eugene J.	LSAR1
LaPLANTE, William E.	LSAF1
LARKEY, David G.	C2CR3
LAYTON, James.	C2CV3
LAYTON, John L.	P1CR2
LEADBEATER, Alvin C.	P1AR2
LeBLANC, Louis E.	LSAF1
LIPSCOMBE, John F.	C2QR2
LOPETER, Richard L.	P2RP1
LOVETT, Donald C.	LSCR1
MAHY, Raymonde H.	P1ER4
MASON, Gerald J.	LSCR1
MATSELL, Gordon A.	LSCR1
MATTKA, John R.	P1ER4
MILLAR, Melvin L.	LSCR1
MINGO, Leslie S.	LSAR1
MORETON, David R.	LSRCS
MORRIS, Clifford G.	P1RT4
MORTON, George A.	LSFM1
MOULAND, Wilson F.	P1CR2
MUIR, John W.	P2ET3
MUNROE, Glenn N.	LSAF1
McARTHUR, Gerald E.	LSAR1
McCAW, Harold S.	P1ER4
McDONALD, Robert A.	LSEM1
McEWEN, Hugh K.	LSAF1
McGEE, Aubrey F.	C1AC3
McGREGOR, George F.	C2SL2
MacDONALD, Stephen J.	LSAF1

NAST, Cornelius J.	C1CV3
NETTERFIELD, David M.	P1AL2
NICKS, Derwyn B.	LSAO1
OLYNYK, John.	LSAR1
OSLIE, Peter A.	LSCR1
OWENS, Michael L.	LSAF1
O'CONNOR, Michael J.	LSAR1
PAQUET, Real J.	LSCR1
PARFITT, Edward S.	LSAF1
PARFITT, Wallace R.	LSAN1
PARSONS, Edward.	LSCV1
PAYNE, Gerald A.	LSAAS
PEARSON, John T.	C2ER4
PETERS, Edward L.	P2FM2
PITTS, Charles R.	LSLR5
POIRIER, Edmond J.	LSAN1
PORTER, Charles T.	LSAC1
PRATT, Edward S.	C1CR3
RANDALL, Arnold M.	P2CK2
READING, Trevor G.	C2CR3
REAGE, Allan R.	LSAN1
RENNICK, William.	C2AT4
ROBERTS, Gordon H.	LSAAS
ROBERTSON, Peter G.	LSAN1
ROGERS, Ivan E.	LSCV1
ROGERS, Robert L.	LSOM1
ROSS, James S.	LSAF1
RUSSELL, William J.	LSPH1
RUTLEDGE, Robert J.	LSAC1
SANGSTER, Norman J.	LSAF1
SCOTT, Charles L.	C2TD2
SCOTT, Joseph C.	LSBD1
SEMCZYNSZYN, Nicholas.	P2FM2
SHATFORD, Lester V.	LSAR1
SHAW, Samuel H.	P1RC2
SHAW, Vincent C.	LSAC1
SHELSTON, Brendan T.	LSAN1
SIMS, Leonard S.	P1SM5
SOPKO, William E.	LSAF1
SOUTHERN, Oakley T.	LSAO2
SOUTTER, Gordon H.	LSAC1
SPRATT, Donald E.	LSAN2
STIPKALA, John B.	LSCV1
SUTHERLAND, Donald R.	LSAR1
TAYLOR, James L.	LSFM1
THOMPSON, Glynn L.	P1AR2
THOMPSON, Harold A.	P1AR3
TONER, George B.	LSTD1
TUCKER, Frances G.	LSAO2
TURNBULL, Arthur.	C2AT4
TURNER, John A.	C2AT4
VIPOND, Lawrence W.	P1AN2
WALKER, Francis R.	LSAF2
WALTERS, William A.	C1CR3
WARD, Donald S.	LSAF1
WAREHAM, Earle A.	P2CV2
WANNER, Ralph.	ISAF1
WATSON, William E.	LSAR1
WELCH, Wilfred D.	P2EA3
WELLS, Frederick H.	C1QR2
WELLS, Stanley C.	LSCR1
WHALLEY, Allen.	P2AN2
WHITE, Wilfred R.	P1RA4
WICKSON, William F.	LSCV1
WILKINS, Robert S.	LSCR1
WILSON, Arthur J.	LSTD5
WILSON, James A.	C2TD2
WILSON, Joseph F.	P1TD2
WILSON, Kenneth R.	LSAF1
WILSON, Thomas A.	LSAR1
WILSON, William A.	LSAN1
WOODACRE, Bevan J.	C2RP2
WRIGHT, Wilburt M.	P1CR2
YOUNG, Albert E.	C2CR3
YOUNG, Donald A.	LSSM1

RCN Recruiting Procedure Speeded

The Navy has streamlined its procedure for recruiting ordinary seamen for all branches of the regular force.

The 21 naval divisions which serve as recruiting centres across Canada have been authorized to enrol, on the spot, all applicants for the rank of ordinary seaman who are medically fit and otherwise fill the requirements for entry.

Except in certain cases, the previous procedure whereby all applications for enlistment were forwarded to Naval Headquarters for approval has been eliminated. Applications still requiring Headquarters review include those for a rank higher than ordinary seaman and those from persons with previous service.

The new system is expected to accelerate recruiting, inasmuch as it will enable a man to be attested in the RCN with a minimum of delay.

THE ROYAL VISIT 1951

GALE force winds and torrents of rain greeted Their Royal Highnesses, the Princess Elizabeth and the Duke of Edinburgh, at Greater Victoria and Halifax, but the chill and dampness took a very secondary role to the warm-hearted and loyal ovations given the Princess and her sailor husband at Canada's two naval base cities.

Halifax and Greater Victoria have much in common — even without liberal sprinklings of ocean gales. Both cities had the Royal Navy based on their shores in the early days and both cities have watched and helped in the birth and growth of Canada's husky fleet of today.

It was natural that in both cities the Navy should take a prominent part in the Royal Visit program. Undeterred by the weather, Princess Elizabeth and the Duke of Edinburgh toured the naval dockyards and barracks establishments and showed evident pleasure at being in naval surroundings.

In both cities, too, the Navy had the honor of parading the King's Color graciously presented by His Majesty in 1939.

Naval participation was not limited, however, to the two seacoast cities. HMCS Crusader conveyed Their Royal Highnesses to and from Vancouver Island, and HMCS Ontario took them from Charlottetown to Sydney, thence to St. John's, and finally, with HMCS Micmac, escorted them to seaward as they sailed in the Empress of Scotland for home.

In addition, at most of the major stops across Canada, naval uniforms made their appearance in guards of honor, along procession routes and at local ceremonies as the reserve divisions turned out in force to take part in the royal welcome.

On the West Coast

Following their highly successful Vancouver visit, Their Royal Highnesses embarked in HMCS Crusader and set sail in her for Victoria.

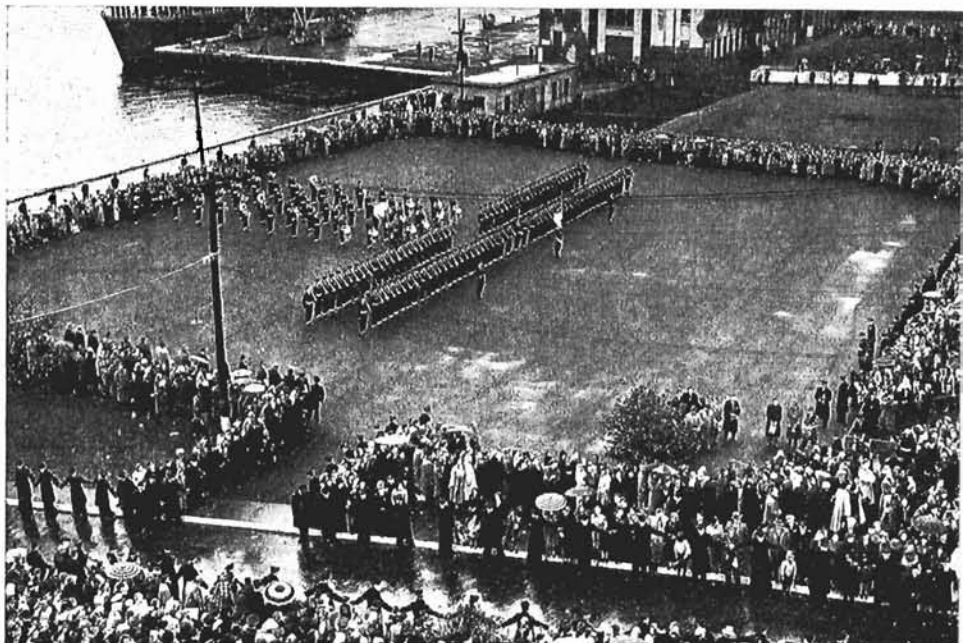
Other naval ships, including the frigates Beacon Hill and Antigonish,

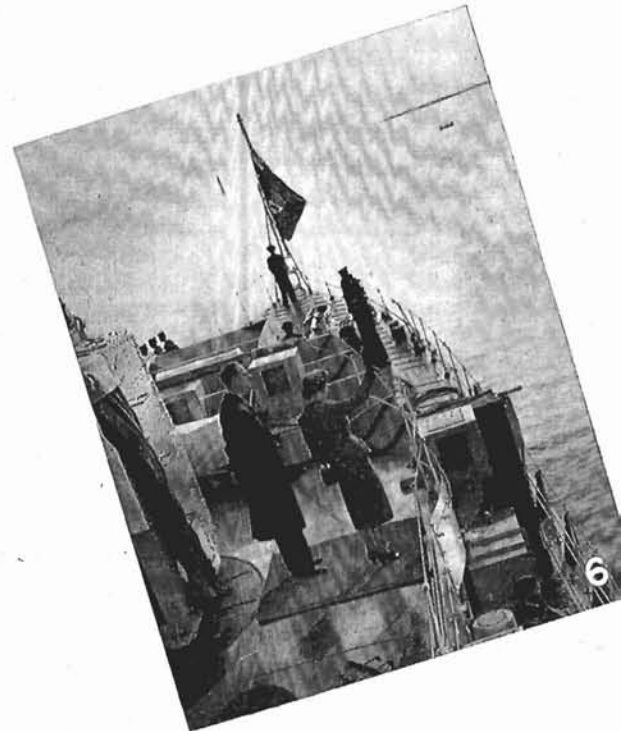
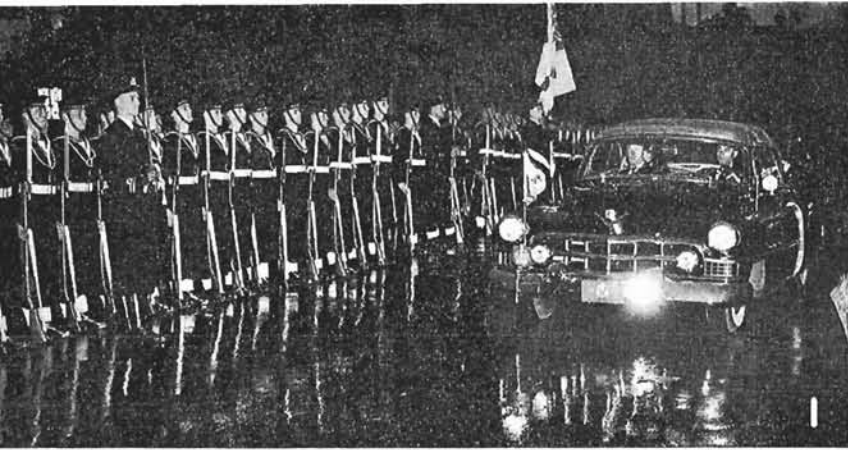
(Continued on Page 21)



A sharp October wind, cutting across the Straits of Juan de Fuca, stings the faces of Their Royal Highnesses as they near Victoria aboard HMCS Crusader. In spite of near gale winds and rain squalls, Princess Elizabeth and the Duke of Edinburgh spent a large portion of the five-hour run from Vancouver to Victoria on the Crusader's upper decks. (E-16715).

Below, the Royal Guard awaits the arrival of Their Royal Highnesses at HMC Dockyard, Halifax. (HS-16475).





1. The Pacific Command's Royal Guard, commanded by Lieut. E. D. Robbins, stands rigidly at attention as the car carrying the royal couple draws past the Color Guard and escort near the dockside in Victoria. (E-16705).
2. At the legislative buildings in Victoria, eight-year-old Connie Cownden, daughter of Petty Officer and Mrs. Arthur Cownden, presented a bouquet to Princess Elizabeth. Connie stands next to Deputy Provincial Secretary Arthur Pennington, while next to Princess Elizabeth is Premier Byron Johnson. (E-16725).
3. This sign, erected in the dockyard at Esquimalt, told its own story. (E-16734).
4. Lieut.-Cdr. Michael Parker, equerry to Prince Philip, tries to keep up with the Princess and shield her from the drenching rain during the tour of the Esquimalt dockyard with Rear-Admiral W. B. Creery, Flag Officer Pacific Coast. (E-16742).
5. Informality was the keynote when the royal couple travelled from Vancouver to Victoria on board the Crusader. Here they are pictured on the destroyer's bridge with Admiral Creery, who acted as their personal host during the voyage. (E-16696).
6. Princess Elizabeth waves a final farewell to Nanaimo and Vancouver Island from "B" gun deck of the Crusader as the destroyer steams out of Nanaimo harbor for Vancouver.
7. From messdeck to engine room, Prince Philip made a



thorough inspection of the Crusader during the passage to Victoria. He was accompanied by Lieut. (now Lieut.-Cdr.) John Husher, the executive officer. Behind them is Lieut.-Cdr. Parker. (E-16699).

8. Lieut. Stanley Wood, RCN, had the honor of commanding the Royal Guard at the Canadian Joint Air Training Centre, Rivers, Man. Group Captain P. A. Gilchrist, then commandant of the centre, is with Prince Philip.

9. Officers of HMCS Discovery played host to the Duke of Edinburgh at an informal gathering in the wardroom during the royal couple's visit to Vancouver. Prince Philip, accompanied by Commander Glen McDonald, commanding officer of Discovery, steps aboard the Vancouver naval division.

10. At Windsor, Ont., Princess Elizabeth inspected a Navy-Army Royal Guard commanded by Lieut. T. A. Tarleton, gunnery officer of HMCS Hunter. With Prince Philip is Commander W. A. Wilkinson, commanding officer of the Windsor division. (Photo courtesy The Windsor Star).

11. Lieut. Fred Short, RCN, officer commanding the tri-service Royal Guard at Edmonton, reports the guard to Princess Elizabeth on her arrival at the Alberta Capital. Standing with the royal couple is Mrs. J. J. Bowlen, wife of Alberta's Lieutenant Governor. Major-General Chris Vokes, Officer Commanding North-West Army Command, is at the extreme left and in the background is Lieut.-Cdr. Norman Cameron, aide to the Lieutenant Governor. (Photo courtesy The Edmonton Journal).





1. In a steady downpour, Princess Elizabeth inspects the 96-man Royal Guard on the parade square at HMC Dockyard, Halifax. Centre is Rear-Admiral (now Vice-Admiral) E. R. Mainguy. Officer of the Guard is Lieut.-Cdr. D. M. Waters.

2. Princess Elizabeth smiles graciously at Isaac Armes, one of a group of civil service employees of the Atlantic Command who were presented to her in the Halifax dockyard. (HS-16429)

3. The Princess signs the visitors' book in the Maritime Museum at Halifax. Commissionaire A. H. Grant, museum caretaker and a naval veteran, stands proudly by. (HS-16431)

4. A little Indian girl, Caroline Williams, who attended the Indian ceremonies for Their Royal Highnesses at Thunderbird Park in Victoria, sizes up an unidentified sailor as if to say, "What are you doing here?" (E-16721)

5. Cadets from the University Naval Training Division at HMCS Montcalm line the roadway during the Royal Couple's visit to Quebec City.

6. Waving farewell, Their Royal Highnesses stand on the deck of HMCS Ontario as the cruiser sails from Sydney for St. John's.



ROYAL VISIT

(Continued from Page 17)

the minesweeper Sault Ste. Marie, the auxiliary vessel Cedarwood and the Fairmile motor launch PTC 724, acted as escorts and guard ships along the route.

A naval gun battery, set up on a high point of land in Beacon Hill Park, roared out a 21-gun salute as the gleaming destroyer turned to enter Victoria Harbor.

The royal couple stepped ashore at the Canadian Pacific docks in the city's inner harbor and as the crowd roared its welcome, Princess Elizabeth inspected a 100-man naval Royal Guard, made up almost entirely of new entry personnel from HMCS Naden. Naden's band and a Color Guard and Escort for the King's Color, which was paraded, also were present.

Following the inspection of the guard, which was commanded by Lieut. E. D. (Ted) Robbins, Princess Elizabeth and the Duke stepped into a long, black convertible driven by a veteran navy man, CPO John (Zip) Rimmer, for the drive to Government House.

Provincial and civic functions occupied the following morning. At the ceremony on the steps of the Provincial Legislative Buildings, eight-year-old Connie Cownden, daughter of Petty Officer and Mrs. Arthur A. Cownden, presented a bouquet of flowers to the Princess.

The afternoon was taken up with a tour of the city and outlying districts and visits to HMC Dockyard, the RCN Barracks and the Canadian Services College, Royal Roads.

At the dockyard, despite heavy rain and high winds, the Royal Couple left their car and made a short tour on foot through the establishment, visiting the machine shop, boiler shop and torpedo shop. Later they attended a reception at Admiral's House, the home of Rear-Admiral W. B. Creery, Flag Officer Pacific Coast, and Mrs. Creery.

Leaving the dockyard, the royal party drove through HMCS Naden, visited the nearby Dominion Government graving dock and then travelled to Royal Roads. The weather forced Royal Roads to parade the tri-service cadet wing in the gymnasium, where the cadets were inspected by Her Royal Highness. Later, Rear-Admiral and Mrs. Creery were host and hostess at a tea served in the "Castle," the administration building at the College.

After a brief holiday at Eagles Crest, an up-island resort, Their

Royal Highnesses embarked again in the Crusader, this time for a record-breaking run from Nanaimo to Vancouver. A large party of men from Naden was on hand to assist in lining the city streets during the official reception at Nanaimo and the Naden band played on the jetty as the Crusader pulled away.

On the East Coast

More than 15,000 persons jammed HMC Dockyard in Halifax on November 8 to see Their Royal Highnesses.

Despite the steady rain and gusts of wind, they stayed at their vantage points, some for longer than two hours, in order to get a glimpse of the royal pair.

During the visit to the dockyard, Princess Elizabeth inspected a Royal Guard drawn up on the parade square, visited the Maritime Museum, met 11 civil service employees of the Atlantic Command and drove through the establishment. The royal couple also stopped briefly at two plaques, on building 44, which commemorate the visits of Edward VII in 1860 and the Duke of Windsor in 1919, both of whom were then Princes of Wales.

After the 25-minute visit to the dockyard, the royal couple went to historic Admiralty House where they received senior navy, army, air force and Naval Research Establishment officers and their wives. At HMCS Stadacona, the plastic-domed convertible drove slowly around the

Royal Visit Sidelights

DUKE PAYS INFORMAL CALL AT DISCOVERY

HMCS Discovery, the Vancouver naval division, is proud to announce a new lifetime member of the wardroom. He is Lieut.-Cdr. His Royal Highness, The Duke of Edinburgh, KG, ADC, RN.

During the visit of Their Royal Highnesses to the West Coast, the Vancouver division was honored to play host at an informal 40-minute reception for the Duke. It was a gay and relaxing visit and followed the attendance of the royal couple at a box lacrosse game at the Vancouver Forum.

Some time ago, an invitation was extended to Prince Philip to visit the wardroom and visit with the officers of Discovery and members of

parade square while Princess Elizabeth and Prince Philip were cheered by sea cadets and army and air force cadets.

But the big show was at the dockyard, where service and civil service personnel and their families lined the entire route, ringed the parade square and watched from windows and balconies of nearby buildings.

The Princess was greeted on arrival at the dockyard by Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast.

The 96-man Royal Guard from HMCS Stadacona, commanded by Lieut.-Cdr. Donald M. Waters, of HMCS Cornwallis, was inspected by Princess Elizabeth. A 56-man band, drawn from Stadacona, Cornwallis and the Magnificent, played the Royal Salute as the Princess arrived, then swung into an appropriate air as she inspected her guard.

RCN warships in harbor were dressed over-all and ships' companies lined the decks to cheer the royal car as it passed. The royal party drove along jetty four, where the destroyer Micmac was berthed.

The Micmac sailed later in the day to rendezvous with the Ontario and escort the cruiser while the royal party was aboard the latter. When the Princess and the Duke sailed in the Empress of Scotland on November 12 to end their Canadian tour, the two warships provided them with their last visible link with Canada, escorting the liner to seaward and remaining with it until nightfall.

the Vancouver Branch of the Naval Officers' Association. His Royal Highness graciously accepted and, accompanied by his two equerries, Lieut.-Cdr. Michael Parker, RN, and Wing Commander R. M. Cox, DFC, AFC, RCAF, dropped in for the "off the record" reception.

At the division, two former commanding officers, two former term mates and a one time shipmate met the Duke again. The first was Captain Donald Smith, with whom Prince Philip sailed for three weeks in the Empress of Asia. The Prince also recalled voyages in the Empress of Russia under Commodore M. J. D. Mayall, who is now living in Vancouver in retirement. They discussed

one particular trip when, on a passage from Newport News, Va., to Halifax, Prince Philip had to take his turn in the stokehold shovelling coal into the cavernous boilers of the Empress.

The Prince recognized at a glance Lieut.-Cdr. (E) T. J. (Terry) Keohane, now engineer officer of HMCS Crusader, and Lieut.-Cdr. (P) Raymond Phillips, RCN, who is commanding officer of HMCS Antigonish. Both of these officers had been term mates of the Prince. Lieut. James Butterfield, RCN Staff Officer at Discovery, and the Duke exchanged reminiscences of seagoing days when both were in the Empress ships.

In addition, several members of the Naval Officers' Association were presented and the Duke made his way around the wardroom, chatting informally with them and with the 35 RCN and RCN(R) officers of Discovery who were present for the reception. Prince Philip expressed interest in the progress of the division and its role as a training and recruiting centre.

Commander Glen McDonald, commanding officer of Discovery, accompanied the Duke and presented his officers to the royal visitor.

In the wardroom, he found a complete air of relaxation and of informality. The officers and their guests had been spinning "salty dips" for an hour or more before he arrived. On entering the wardroom he quickly motioned for everyone to "carry on" and soon mingled with the guests, chatting at length with Captain Smith, Commodore Mayall and others he had known. He exchanged greetings with Lieut. (SB) Harold Irish, photographic officer at Discovery, who had been covering the Royal Visit and was recognized by the Duke as having been one of a group of photographers on a tall scaffolding in front of the City Hall steps in the morning.

During the 40 minutes he was at the base, His Royal Highness managed to say a word to every officer and guest and smiled and joked with all. His equerry pointed out that this had been the first opportunity for him to "relax for a while amongst his own."

Reluctantly, at about 2350, Prince Philip decided that he had to leave. Just before his departure, the wardroom began to sing, "For He's a Jolly Good Fellow" and, with Captain Smith on one side and Lieut. Butterfield on the other, His Royal Highness found himself in a impromptu "Auld Land Syne" circle. Once more with the familiar wave and a cheery word of good-bye, His Royal Highness donned his topcoat and left the base.

Dockyard Employees Presented to TRH

Eleven civilian employees of the RCN in Halifax and Dartmouth with an aggregate of 224 years service were presented to Princess Elizabeth and the Duke of Edinburgh when they visited HMC Dockyard November 8.

Those chosen, with their length of service were: David C. Cameron, Senior Dockyard Foreman, 40 years; Gordon F. Heffler, Dockyard Electrical Trades Foreman, 38 years; Miss Edna Smith, Naval Armament Depot clerk, 33 years; Wilfred Hutt, Supervisor at the Bedford Naval Magazine, 31 years; Miss Gladys Curtis, on the staff of the naval communications office, 28 years; Cyril Houlihan, in the Assistant Superintendent's office, 19 years; James McLean, boilermaker supervisor, 10 years; Joseph Lyons, in the shipwright shop, 10 years; Isaac Armes, electrical engineering draughtsman, nine years; Edgar Westhaver, Naval Stores Depot, five years; and Gerald Creighton, Naval Stores Depot, one year.

Just before his departure, he was presented with a life membership in Discovery's wardroom by Lieut.-Cdr. W. H. Davidson, wardroom president.

A record which is likely to stand for some years to come was made by HMCS Crusader when she carried Their Royal Highnesses from Nanaimo, B.C., to Vancouver.

The destroyer, driving at speeds of 30 and 32 knots, passed under the Lion's Gate Bridge, spanning the entrance to Vancouver harbor, one hour and 15 minutes after slipping from her berth at Nanaimo.

The fast Canadian Pacific steamships of the coast service normally take about two hours and 15 minutes for the voyage.

There was reason for the speed. No "time in hand" was provided for in the royal itinerary and the royal train was waiting at New Westminster. A late start would have presented a major dispatching problem to the railway officials.

Again on the Atlantic seaboard the Navy had occasion to maintain a full pressure of steam. HMCS Ontario was faced with the same problem as the Crusader in keeping within a tight timetable and the cruiser's powerful turbines were required to drive her at well over 20 knots on the overnight voyages, with the Royal Couple aboard, from Charlottetown to Sydney and from Sydney to St. John's.

The visit of Their Royal Highnesses to Canada marked the second meeting with royalty for Lieut. (Medical Nurse) Louise Corriveau of the Royal Canadian Naval Hospital, Halifax.

In 1939 she was nurse in charge of the Dionne quintuplets and was presented to the King and Queen at the legislative buildings in Toronto during the visit of Their Majesties to Canada.

Lieut. Corriveau was again honored when she received the special assignment of accompanying Her Royal Highness aboard HMCS Ontario during passage between Charlottetown, Sydney and St. John's.

According to the original schedule, Princess Elizabeth and the Duke of Edinburgh were only to stop in front of the Maritime Museum in the Dockyard at Halifax to inspect plaques honoring five Nova Scotians who rose to flag rank in the Royal Navy, but things didn't go according to plan.

When the royal couple alighted from their car, their attention was caught by the many exhibits in the museum, and they entered to make a three-minute inspection. Accompanied by Rear-Admiral E. R. Mainguy, the Princess walked around the museum and stopped to inspect several exhibits, including an old line-firing gun used on Sable Island, a grotesque African witch doctor's mask, schnorkel equipment of the German submarine U-190 which surrendered to RCN ships in 1945, and a pair of large man-traps used to discourage boarding parties during the epic Shannon and Chesapeake encounter.

Before leaving the Museum the Princess and the Duke signed the visitor's book and met Commissionaire A. H. (Knobby) Grant, who joined the Navy in 1897 and has been closely connected with the dockyard for the past 40 years.

"It's a smart guard," Princess Elizabeth told Lieutenant E. D. Robbins, officer of the Royal Guard which greeted Their Royal Highnesses when they stepped ashore in Victoria.

But it wasn't the first "smart" Royal Guard for Lieut. Robbins. In 1939, Ordinary Seaman E. D. Robbins was a member of the band for the Royal Guard honoring Their Majesties the King and Queen when they visited the West Coast during their historic tour.

Lieut. Robbins received his promotion to warrant rank in July 1944 and was subsequently promoted to commissioned rank. He is now serving in the Gunnery Training Centre at HMCS Naden.

A naval veteran of the Battle of Jutland, who served in the same gun turret with the present King during

that famous action, had a chat with the Princess during her stop at Rivers, Man.

Ex-Leading Seaman John Jenkins met Princess Elizabeth when the royal visitors spent 15 minutes in the veterans' enclosure while touring the Canadian Joint Air Training Centre.

Mr. Jenkins recalled his service in HMS Collingwood and asked Her Royal Highness to wish His Majesty a "speedy recovery,"

The Princess thanked the navy veteran and assured him that her father had made splendid progress toward being completely well again.

* * *

Naval participation in the Canadian Joint Air Training Centre, Rivers Camp, Manitoba, aroused the interest of Their Royal Highnesses.

During their visit to Rivers, both the Princess and the Duke asked Lieut.-Cdr. H. J. G. Bird, naval assistant to the Commandant, numerous questions concerning the Navy's part in the training activities at the centre.

* * *

A 161-year-old volume entitled "Regulations and Instructions Relating to His Majesty's Ships at Sea" caught the eye of Princess Elizabeth and The Duke of Edinburgh after they had received high-ranking officers of the Armed Forces in Admiralty House during the Royal Visit to Halifax.

The book, printed in 1790, rests under a glass case in the Stadacona wardroom. It has the old fashioned typography and spelling, including the use of the letter "f" for the letter "s."

The Prince was especially interested and read a page which dealt with rations to the sailors of those days.

* * *

Mother Nature tried to confound the Royal Visit to HMC Dockyard, Esquimalt, but the Navy, wise to her ways, thwarted her plans.

When Her Royal Highness arrived at the dockyard in a pouring rain-storm, it was noticed that she was without overshoes. But Pacific Coast Naval Headquarters had thought of that and a pair was quickly produced. As a final gallant touch, Rear-Admiral Creery, Flag Officer Pacific Coast, personally fitted them over the Princess' shoes.

* * *

Little eight-year-old Connie Cownden, daughter of Petty Officer and Mrs. Arthur Cownden, Belmont Park, Royal Roads, is probably one of the proudest girls in Victoria.

In a fairy story setting come true,

Connie presented a bouquet of flowers to Her Royal Highness, the Princess Elizabeth, during ceremonies on the steps of the Legislative Buildings at Victoria.

A pupil at the John Stubbs Memorial School, Royal Roads, Connie received the thrill of her young life when she was selected to make the presentation.

It was a thrill and honor, too, for her father, a petty officer cook who served in HMCS Sioux during that ship's first tour of operations in the Korean war, and is now in HMCS Antigonish.

* * *

Princess Elizabeth recalled the close association between the Navy and Nova Scotia in her reply to the official speech of welcome by Premier Angus L. Macdonald at Halifax. The following is the text of her address:

"Mr. Prime Minister:

"I thank you and the people of Nova Scotia most sincerely for the welcome you have expressed so eloquently and for your prayers for my father's health.

"As the daughter of a sailor and the wife of a sailor it gives me particular pleasure to come to this province which has played so notable a part in the naval history, not only of Canada, but of the whole British Commonwealth.

"I was interested to learn that long before the Canadian Navy came into being Nova Scotia had given seven admirals to the British Navy and that the first Victoria Cross ever awarded to a Canadian was won by a fore-top-man, William Hall of Hantsport.

Even the 'Black Gang' Dressed for This One

When Their Royal Highnesses, The Princess Elizabeth and The Duke of Edinburgh, embarked in HMCS Crusader for passage from Vancouver to Victoria, the destroyer was gleaming like a newly polished pin. Each officer and man, resplendent in his best bilb and tucker, completed a picture of naval smartness. This even went so far as to occasion mild surprise, tinged with humor, on the part of the Duke.

Accompanied by the First Lieutenant, he made rounds of the ship, during the course of which he accepted the traditional pair of gloves and descended to the engineroom. There, amid the throaty roar of the turbines, the Chief ERA was presented to him. The conversation went something like this:

"You are the Chief ERA?"

"Yes, sir."

"And wearing a clean white cap cover?"

"The part that Nova Scotia has played in the growth of the Royal Canadian Navy and Canadian Merchant Navy cannot be overestimated for many of their ships have been built here on your coasts and a great many of the fine seamen who man them were born and bred in this sea-girt province.

"Although our stay in Halifax must be short, I am very glad that before we leave Canada we are to go to another of your fine cities in a ship of the Royal Canadian Navy.

"I hope it may be our good fortune to return one day and see more of your beautiful province."

* * *

His Royal Highness the Duke of Edinburgh remembered a former shipmate during his visit to the Greater Victoria area.

During the reception at Royal Roads, Lieut.-Cdr. John W. McDowall and Mrs. McDowall were presented to Their Royal Highnesses. As Lieut.-Cdr. McDowall shook hands with Prince Philip, a look of recognition came into the latter's eyes and, turning to the Princess, he said, "Here's a chap who was a midshipman with me." The presentation line was held up momentarily while His Royal Highness and Lieut.-Cdr. McDowall chatted about old times.

Now commanding HMCS Beacon Hill, Lieut.-Cdr. McDowall was a midshipman in HMS Ramillies when the Prince was also a midshipman in the battleship.

* * *

CPO John (Zip) Rimmer, a member of the staff of the Ordnance School at Naden, had the honor of driving Their Royal Highnesses, the Princess Elizabeth and the Duke of Edinburgh, throughout their stay on Vancouver Island.

It was originally planned to have drivers from all three services alternate at the wheel of the Royal car but at the request of Their Royal Highnesses CPO Rimmer remained as their chauffeur until they left the island.

The Ordnance School had other representatives in the Royal functions. Ordnance Lieut. Richard Donnithorne was in charge of the saluting battery which fired the first naval Royal Salute to Their Royal Highnesses in Canada.

CPO Herbert A. Thomas and Ldg. Sea. Ormond E. Turgeon also drove cars in the Royal procession.

Splice The Main Brace!

The Royal Canadian Navy obeyed a Royal Command and an old tradition of the fleet was observed on the departure of Their Royal Highnesses, the Princess Elizabeth and the Duke of Edinburgh, from Canadian shores: The Canadian Navy "Spliced the Main Brace."

HMCS Ontario relayed the Royal command to Canadian Naval Headquarters. It read:

"For the Chief of Naval Staff, from Her Royal Highness the Princess Elizabeth. His Majesty the King has been graciously pleased that I should signal to his Royal Canadian Navy 'Splice the Main Brace.'"

Immediately after receipt of that message the following general signal

went out to the fleet from the Chief of the Naval Staff.

"Following from Her Royal Highness the Princess Elizabeth.

His Majesty the King has been graciously pleased that I should signal to his Royal Canadian Navy 'Splice the Main Brace.'"

One last message was dispatched from the Chief of the Naval Staff to Her Royal Highness aboard the Empress of Scotland:

"For Her Royal Highness the Princess Elizabeth from the Chief of the Naval Staff of Canada.

Your gracious signal to His Majesty's Royal Canadian Navy, which was honoured to embark Your Royal Highness and His Royal Highness the Duke of Edinburgh, has been complied with. We tender

our humble duty and devotion. God Save The King."

Thus the Royal Canadian Navy paid due honour to Their Royal Highnesses and His Majesty King George VI.

DIVISIONS TO VIE FOR UNIQUE TROPHY

A distinctive trophy, to be awarded annually to the most efficient naval division, was presented to Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, by the Canadian Shipbuilding and Repairing Association at a St. James Club dinner in Montreal October 5.

The trophy, a silver model of the destroyer escort being built in Canadian shipyards for the RCN, was presented to Admiral Grant by T. R. McLagan, president of the association.

Admiral Grant, in accepting the model, said the occasion, in a sense, "symbolizes the fruition of plans laid at the start of the cold war: that is, the capacity to design and build in our own shipyards the fleet necessary to the defence of Canadian waters, as well as the sea lanes of the Atlantic which are vital to the defence of freedom.

"Nobody will appreciate more than those gathered here tonight that navies are not built in a day, a fact equally applicable whether we are considering material or personnel.

"It is a magnificent tribute to the shipbuilders of Canada that the tooling up, design and construction of a modern fighting vessel such as the A/S escort has been accomplished in less than three years. But I feel that I would be remiss if I did not associate some naval men with this achievement.

"Admiral Knowlton, as Chief of Naval Technical Services, has had the over-all responsibility for implementing Naval Board policy on our new construction.

"Captain Baker, as Constructor in Chief, was, of course, the naval architect primarily responsible for the design.

"And Captain Freeborn, as Principal Naval Overseer at Canadian Vickers—the lead yard for A/S escorts—has a great deal to do with the detailed arrangements."

Admiral Grant concluded by thanking the association, on behalf of the Navy, for "this magnificent silver model . . . a trophy which cannot fail to be an incentive toward higher efficiency."

PROVINCE OF ONTARIO PRESENTS ROYAL VISIT GIFT OF \$500 TO CRUISER

People of the Province of Ontario had a personal share in the furnishing and fitting of HMCS Ontario for her Royal Visit role.

On behalf of the citizens of the province, Premier Leslie M. Frost forwarded a cheque for \$500 early in October to Captain E. P. Tisdall, commanding officer of the cruiser, together with the following letter:

Dear Captain Tisdall:

May I express to you my pride in the fact that your ship, HMCS Ontario, is to be entrusted with the care of Their Royal Highnesses, The Princess Elizabeth and the Duke of Edinburgh, for a part of their tour of Canada.

It gives me very great pleasure to enclose herewith a cheque for \$500.00, which is being presented on behalf of the people of Ontario to you and to your officers for the purpose of adding to the furnishings of your Ward Room and for other ship's purposes.

I would appreciate it very much if you could see fit to use this money for the purchase of a baton for the Drum Major, entree dishes and such other articles as your ship may need.

May I wish you every success for the future of you and your ship.

Yours sincerely,
Leslie M. Frost.

Captain Tisdall replied as follows:

Dear Mr. Frost:

On behalf of the officers and men of HMCS Ontario may I be permitted to thank the people of Ontario for the magnificent gift to the ship.

When the ship commissioned for war on April 26th, 1945, the ship's company were honoured to receive many kind gifts from the people of Ontario.

Now that we have been further honoured by being entrusted with the care of Their Royal Highnesses, the Princess Elizabeth and the Duke of Edinburgh, it is most gratifying to know that the Province of Ontario is still our staunch supporter.

I will use this money for the purchase of a baton for the Drum Major and will see that the following inscription is engraved thereon:

*Presented
by the People of Ontario
on the occasion of the embarkation
of*

*Their Royal Highnesses
The Princess Elizabeth and the Duke of Edinburgh
November 9th, 1951.*

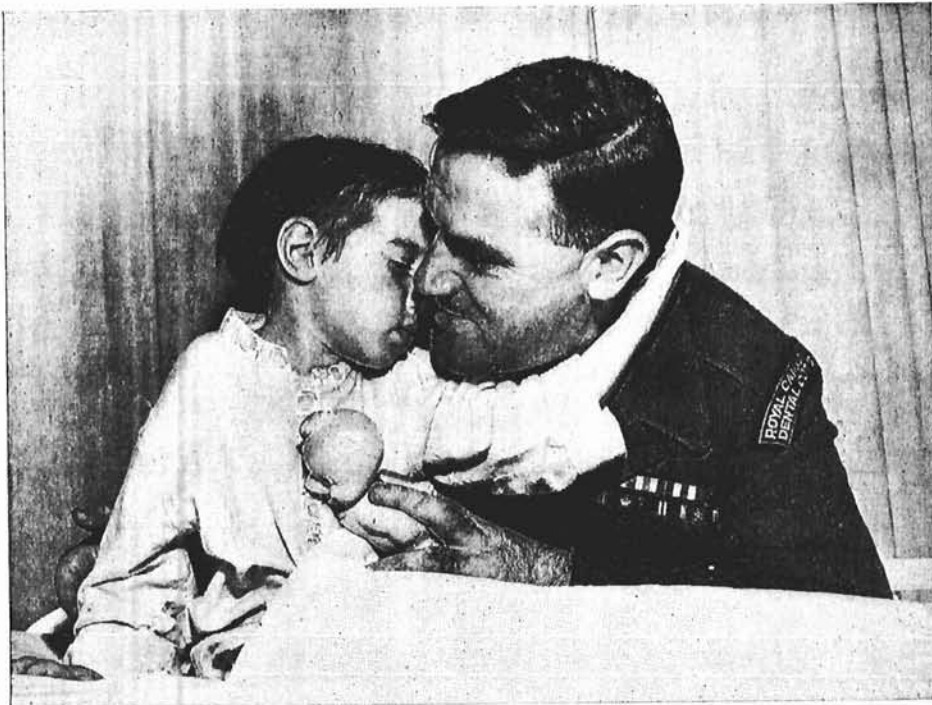
The Coat of Arms of Ontario will also be engraved.
A silver bear will surmount the staff.

Any other articles purchased will carry the same inscription.

Time may not permit purchase before Their Royal Highnesses embark, but the ship will always treasure the kindly thoughts of the people of the great Province of Ontario.

Would you be so good as to inform the Lieutenant Governor of the contents of this letter.

Yours sincerely,
E. P. Tisdall,
Captain.



There was a happy ending to a story of goodwill when three-year-old Sandra Joy Redmond rallied from her injuries and sat up in bed to hug her father, who had come all the way from the Mediterranean to be at her side. Private Redmond, a member of the Royal Canadian Dental Corps serving on board the Magnificent, was flown home at service expense and was presented by his shipmates in the carrier with nearly \$600 with which to pay for medical and other expenses. (Photo courtesy The Canadian Press).

A TALE TO WARM THE HEART

*Service, Shipmates Help
Dental Corps Private
in Time of Need*

A Royal Canadian Dental Corps private in September saw, and benefited from, a convincing demonstration of how the Navy can take speedy action and how its sailors rally to the support of a shipmate in distress.

Early in the morning of Tuesday, September 25, Pte. Michael S. Redmond, a dental assistant serving on board HMCS Magnificent, was wakened and shown a cablegram which read:

Regret to inform you your daughter Sandra seriously injured in automobile accident stop Condition considered grave.

The Magnificent was in the Mediterranean, on her way from Malta to Naples, at the time. Yet, 60 hours later Pte. Redmond was at his daughter's hospital bedside in Halifax. Mingled with his concern over the condition of the child were amazement over the way in which his journey had been so rapidly arranged and gratitude for the tangible manner in which the men of the "Maggie" had expressed their sympathy. It happened this way:

Immediately word was received of the accident, steps were taken to arrange for Pte. Redmond to fly to Canada. Commodore K. F. Adams despatched a message to Naval Headquarters in Ottawa, asking for permission to invoke the regulation which would enable Redmond to fly home at service expense.

In less than six hours, an affirmative reply was on its way back to the ship.

Meanwhile, the Magnificent's communications officer, Lieut.-Cdr. Harry Porter, arranged the necessary diplomatic clearance through the Canadian Embassy in Rome and the supply officer, Commander (S) Donald McClure, completed the authorization and clearance from the ship.

The Protestant padre, Chaplain (P) Gower Stone, went on the air over the public address system, and, after relating what had happened, suggested "passing the hat" to help Pte. Redmond, the father of six children, weather the medical and hospital expenses which inevitably would arise.

History Repeats Itself

On October 1, 1941, HMCS St. Hyacinthe was commissioned as the Navy's Communications School under the command of Captain A. P. Musgrave. Three weeks later Lieut. R. W. Murdoch joined as Chief Instructor Officer.

On October 1, 1951, HMC Communications School moved to HMCS Cornwallis from Halifax. It is interesting to note that the present officer-in-charge of the school is the now Commander R. W. Murdoch and the commanding officer of the base is Captain Musgrave.

The response was immediate and whole-hearted and in less than an hour close to \$600 had been contributed.

Word of what was taking place got around the fleet and from Rear-Admiral Ralph Edwards, Commanding the Second Aircraft Carrier Squadron came a signal saying, "Please convey my regrets to Redmond. I wish him a safe journey home with the hope that all will be well on arrival."

At 1130 the Magnificent turned into the wind and an Avenger, piloted by Lieut. Doug Ross, took off and flew Redmond to Rome. From there he travelled the rest of the way by commercial airline.

Three-year-old Sandra Redmond had received a compound fracture of the skull. She was unconscious for nearly seven days and underwent a delicate operation. When she opened her eyes after the operation, she looked at her father, smiled and asked him for an ice cream cone.

According to latest reports, the child is now well on the way to recovery.

Aerial Exit

When Commodore A. M. Hope departed from HMCS Stadacona on Tuesday, October 2, to commence his retirement leave, he made his exit in novel fashion. As the ship's company of more than 1,400 officers and men lined the edges of the parade square to bid farewell to their retiring commanding officer, Commodore Hope stepped into a helicopter and took off for Chester, N.S., where he will make his home.

Before Commodore Hope took his departure, he and his successor, Commodore H. F. Pullen, reviewed the ship's company at ceremonial divisions. In a brief farewell address, the former said he had observed a steady improvement in personnel, material and efficiency since he became Commodore of the barrack more than three years ago.

"I thank you for your loyalty to me through the years and hope that you will give just as freely of it to my successor. I wish you good luck and a happy next commission," he concluded.

Afloat and Ashore

PACIFIC COAST

The Pacific Command managed by some obscure means to retain a vestige of sanity throughout the feverish weeks preceding the Royal Visit and, when the event finally took place, acquitted itself with its usual smartness and, in the case of guards, with precision.

However, while preparations for Royalty consumed most people's time and thought, the Command carried on its normal business with little or no break in routine.

And even before the visit was completed, plans were under way for the Christmas season. Already the Supply School at Naden is hard at work on the cakes and puddings, and special committees are listing numbers of children who will be attending the Command children's parties.

Once the committees have a working knowledge of attendance, they will swing into their annual toy buying spree. Toy buying is the part of the "job" the committee members like most. It is then they can play with all the thousands of toys displayed by the wholesalers with the thin excuse, "I'd better test this one really well." Funds for purchase of toys come from contributions and surplus canteen funds.

Early in November Lieut.-Cdr. W. Jardine Reynolds, Lieut. (SB) Neil Duval and Mr. Norman O. Carpenter and Mr. David Bevan, of HMC Dockyard staff, visited the Public Works Department at San Francisco naval shipyard for three days. The purpose of the visit was to acquaint the men with U.S. public works systems.

Ordnance School

Ordnance Lieut.-Cdr. Hugh A. Leonard will spend the winter in warmer climes, having departed for Texas to take a long course with the USN.

Ordnance Lieut.-Cdr. Edward L. Borradaile is also in the United States but will be back in the school before Christmas. At present his desk is being put to good use by Ordnance Lieut.-Cdr. Martin Beardmore, who is standing by HMCS Quebec and is slowly going grey trying to find spare

gear which was deposited more than five years ago. He is being assisted by CPOs Ernest Edmonds and D. T. Clarke, gunnery and fire control armourers, respectively.

CPOs Stewart Mein and Jack Anslow have been touring western naval divisions in order to bring instructional equipment up to peak efficiency for the winter training season.

The school is extremely proud of its victory in the Cock-of-the-Barracks sports competition (see Navy Plays). The fine team spirit and the determination displayed could not have been better. Good work, boys, but maybe you had better slow down and give the younger bloods a chance! Else we'll have to post armed sentries to protect all our silverware.

HMCS Ontario

The ship's company of the Ontario was well and truly entertained by the citizens of Montreal and Quebec and by the naval divisions in those two cities during the cruiser's trip on the St. Lawrence in October.



Three-and-a-half-year-old Kenneth Buckley helps his mother do the dishes in their new home at the Belmont Park married quarters development, near Royal Roads. Kenneth's father, Ldg. Sea. Charles Buckley, formerly served in the Beacon Hill and is now on course in the Mechanical Training Establishment at Halifax. (E-16373).

A tour of Quebec City included a visit to a refreshment manufacturing plant whose product was sampled in the ancient Talon vaults built in the early 1700s.

On Sunday, October 14, the guard and band from the Ontario beat the retreat in front of the armouries just off Grand Allee in Quebec. This traditional ceremony was extremely well done and proved to be the subject of much interest.

HMCS Antigonish

Following a busy summer training schedule which saw the Antigonish alongside in such ports as Los Angeles and Pearl Harbor, the ship's company enjoyed a refreshing and well-earned leave period. On its conclusion, work was begun to ready the ship for the Royal Visit.

The quiet period of cleaning and painting ship after six weeks in dockyard hands was interrupted briefly on the night of October 16 when a water heating unit in the drying room exploded. Fortunately, no one was hurt and the resulting fire was quickly extinguished by an alert duty watch. Much credit is due AB Alton Turnquist, who, although blown clear of the diesel engine hatch, where he was on watch, took effective measures to bring the situation under control.

The ship contributed a party of one officer, one CPO and 30 men for lining the streets during the Royal Visit. On Saturday, October 20, the Antigonish sailed for Vancouver to transport the Royal press party to Victoria.

The ship embarked some 44 press and radio representatives and sailed at 9.30 a.m. on the 21st. On board as press liaison officer for the occasion was Commander J. M. Leeming, who took care of general arrangements. The ship's cooks and stewards combined efforts to provide a magnificent buffet luncheon for the guests in the lower seamen's messdeck. A running commentary of important landmarks and places of interest was given by Lieutenants C. Shaw and W. Hughes. The press party landed at 3 p.m. and the ship then sailed back to the entrance of the harbor to await the Crusader.

It was an impressive sight when the Antigonish, Beacon Hill and Sault Ste Marie combined to cheer ship as the Crusader passed. Princess Elizabeth and Prince Philip were clearly to be seen on "B" gun deck of the destroyer as they graciously acknowledged the marks of respect from the escorting vessels.

Many new faces have appeared on board recently, with Lieut.-Cdr. George Smith, who succeeded Lieut.-Cdr. James Mills as executive officer, heading the list. A number of ordinary seamen have been drafted to the ship for sea training throughout the winter months. — R.P.

HMCS Crusader

The Royal Visit to the Pacific Coast proved to be the event of the year for the Crusader.

The destroyer was honored by the presence of Their Royal Highnesses on board during the passage from Vancouver to Victoria on October 21 and again from Nanaimo to Vancouver on October 26.

Both crossings were carried out with the minimum of formality and the ship's company soon found the Princess and her naval husband gracious shipmates.

Rear-Admiral Wallace B. Creery, Flag Officer Pacific Coast, was also on board to act as personal host to the Royal Visitors. During the passage to Victoria, Their Royal Highnesses spent a considerable time on the bridge as the Crusader steamed past the Gulf Islands, and both showed interest in the workings of the ship and the panorama of the B.C. coastline.

The Duke of Edinburgh displayed a keen professional interest in the operations of a Canadian destroyer and during the latter part of the voyage made rounds with the First Lieutenant, Lieut. John Husher. He pronounced everything shipshape.

The trip back to Vancouver with Their Royal Highnesses on board was made at high speed and the Crusader set what is believed to be a record for west coast shipping, completing the Nanaimo to Vancouver passage in a little over an hour.

HMCS Sioux

Rear-Admiral W. B. Creery, Flag Officer Pacific Coast, was a guest on board the Sioux for a short time, during his visit to the Far East, proceeding on a patrol in the ship.

Having worked up her gunnery to a high state of efficiency, the Sioux was looking forward to putting on an



Thirty-eight civil servants employed with the Navy at National Defence Headquarters travelled from Ottawa to Montreal for a visit on board HMCS Ontario while the ship was there in early October. The visitors, most of whom were going aboard a warship for the first time, were taken on a tour of the Ontario, after which they were guests at tea of the commanding officer, Captain E. P. Tisdall, and the ship's officers. Here Lieut. G. T. Hodgson describes a point of interest to, left to right, Misses Betty McGee, Margaret Powers, Madeline Paquette and Marcia Solomon, Mrs. Nonnie Anthony and Miss Elsie Mills. (OC-2065-3).

impressive show for the Admiral in a practice anti-aircraft shoot. An impressive show it was — but not the kind that we either expected or desired.

"A" and "B" guns both jammed after the first round and the drogue target led a charmed life when the 40 mm. gunners had their turn.

Of course, in the next shoot after Admiral Creery had left, the Sioux's 4.7s plastered the drogue and brought it down in fine style. (Some days you just can't make a dime.)

The Sioux had an unusual cargo given to her on one occasion. It consisted of 12 drop tanks in crates, weighing 300 pounds apiece, for transfer to HMS Glory. The transfer was effected by jackstay.

Listed below are some statistics compiled by our Friendly Navigator-in-Charge-of-Useless-Information (FNICUI).

Miles Steamed

Jan. 18, 1950	—Oct. 1, 1951 —	93,509.4
July 5, 1950	—Oct. 1, 1951 —	82,599.1
April 8, 1951	—Oct. 1, 1951 —	33,161.3
September 1951		10,979.8

Days at Sea

Jan. 18, 1950	—Oct. 1, 1951 —	336
July 5, 1950	—Oct. 1, 1951 —	279
April 8, 1951	—Oct. 1, 1951 —	108
September 1951		29
Average September speed —		15.25 knots.

Aldergrove Radio Station

With the opening of a .22 rifle range at Aldergrove, personnel have begun competing for places on a team to represent the station in future competitions in the Fraser Valley.

Recent arrivals at Aldergrove from HMCS Naden are PO Ernest Sergeant and AB David MacDonald. PO James Lawrence has departed from the station and is now serving at Naden.

ATLANTIC COAST

Mechanical Training Establishment

The MTE had a wide lead over the other schools in Stadacona in the initial phase of the 1951 Canada Savings Bond campaign. By the middle of October the MTE had subscribed for \$7,200. Electrical School was second best with \$4,800.

Two officers long familiar to those on course have been appointed elsewhere. They are Lieut. (E) John Turner, the senior engineer, who has gone back to HMCS Naden, and Commissioned Engineer Arthur Hannah, engineer instructor, who has been appointed to Cornwallis.

CPO Vernon Rainer, who had been serving in the Magnificent during her Mediterranean cruise, was flown to Canada for medical treatment and has

since joined the staff of MTE. Other personnel changes in the establishment include: CPO William Rye to the Damage Control and Fire Fighting School, HMC Dockyard, relieved by CPO William Wheeler; PO Jorgenson to HMCS Cornwallis to train new entries; PO Ralph Mott to HMCS Quebec, relieved by PO Gordon Howe.

HMCS La Hulloise

Thanksgiving Day found the La Hulloise on the edge of a hurricane in the North Atlantic as she patrolled her station as a search and rescue ship for the Royal Flight to Canada.

The sea was rough when the frigate set out from Halifax the previous Thursday to take up her post in the North Atlantic but the gale reached its climax Sunday night and Thanksgiving Monday. Heavy seas rolled over the upper decks, damaging outside fittings and penetrating to the cabins and messdecks. Three heavy plate glass window screens on the bridge were broken.

Despite the weather, the ship's kitchen staff miraculously produced a turkey dinner with all the trimmings.

On the return voyage to Halifax, the La Hulloise spent four fruitless hours searching for the source of a

strange light which had been reported by the SS Otto Peterson off the Labrador coast.

HMCS Portage

During the first half of October, the Portage carried out minesweeping practice, followed by a series of one-day exercises in connection with seaward defence training in the Halifax area.

The commanding officer has donated a new trophy for inter-part competitions and keen rivalry between the various divisions has resulted.

HMCS Micmac

The Micmacs are still talking about the Mediterranean cruise. Most of the time was spent at sea, but there were occasional pleasant interludes ashore. A highlight was the visit to Naples and many thanks are due the Italian Navy for the organization of free daily tours to such famous places as the Isle of Capri, Vesuvius and the ruins of Pompeii. These tours were very popular and were filled to capacity each day.

An interesting visit to Rome was arranged, primarily to attend an audience with His Eminence Pope Pius XII. Officers and men of all

religious denominations went on this tour and all were impressed by the beauty and splendor of St. Peter's Basilica.

A Canadian cemetery at Monte Cassino was visited by a group of about 60 officers and men from the two ships and a wreath laying ceremony was held, during which homage was paid to the many brave Canadians who gave their lives on Italian soil.

The visit to Southern France turned out to be a business call first and pleasure trip second. We arrived at St. Raphael and anchored overnight in company with the Magnificent, Ocean and Cheviot. In the morning we proceeded for a day of carrier work, anchoring in Hyeres Roads on completion. There we were joined by two French cruisers and two destroyers, with whom we exercised during the next two days, anchoring at Golfe Juan on completion. The next day we joined frigates, algerines, sloops and subs, making a total of 38 ships, to participate in Exercise "Symphonie Deux."

One more thing about Southern France — the Riviera is all that it is cracked up to be!

NAVAL DIVISIONS

HMCS Chippawa

(Winnipeg)

With the slogan "every man a recruiting officer," Chippawa carried on a stepped-up recruiting drive in October.

Nearly every officer and man in the ship's company signed a pledge to try to bring in at least two recruits. Volunteer recruiting teams were on hand every night to handle applicants. This personal approach method was extended beyond the ship's company and both the Naval Officers' Association and the Ex-Wrens' Association gave their support to the drive.

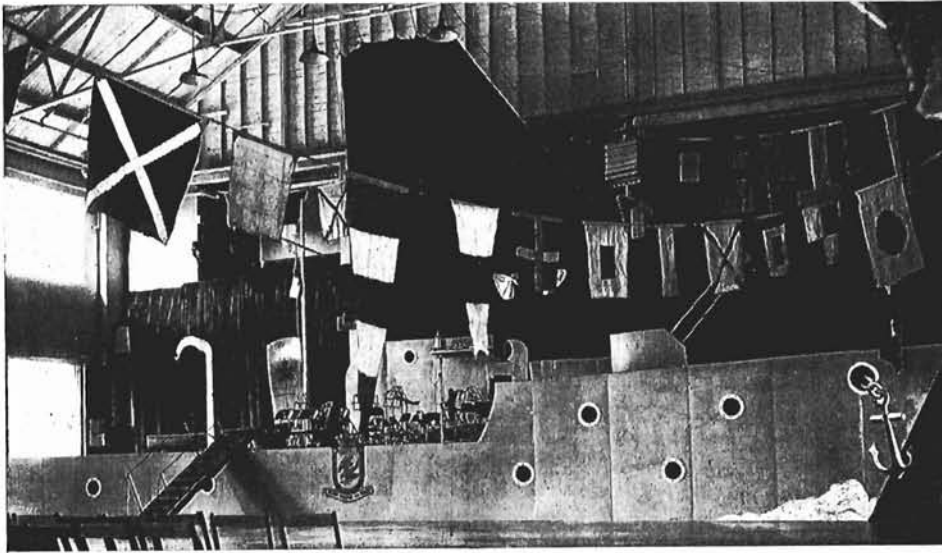
A new departure in training for the engineering branch is now well under way. Classes for chief and petty officers are being held at Winnipeg technical and vocational schools. Leading seamen not already qualified and those of lower rank are taking the 33-month stoker mechanic course at the division.

Largest of the senior groups is an 11-man class taking the general machine shop course at Kelvin technical high school. Night classes at this and other schools are held twice a week. About 25 are enrolled in the stoker mechanic course.

A flood of applicants assures the



Four members of the 31st Support Air Group fit a drop tank to an Avenger prior to the group's departure from HMCS Shearwater for Rivers, Manitoba, to take part in Exercise Assiniboine, a tri-service scheme held at Shilo, Manitoba, November 13. Left to right are AB Robert Graham, Swift Current, Sask.; Ldg. Sea. Bruce Brown, Kelowna, B.C.; CPO Patrick Hickey, Dartmouth, and AB Fred Jamieson, London, Ont. (DNS-6144).



Here is "HMCS Crescendo", built on the drill deck of HMCS Hunter for the division's annual recruiting ball. The Crescendo was constructed by Chief Petty Officers Ted Orser and Gordon Sears, with the assistance of the RCN ship's company. Members of the Naval Officers' Association were so taken with the Crescendo that they "bought" her as the main prop in the decorations for their Trafalgar Ball on October 19.

division of having its 35-woman quota of Wrens. Some have already been attested, and the remainder have attended several introductory classes.

In the social line was the Trafalgar Day Ball, a gay and well-attended affair. Well to the fore was Lieut. John Pegg, dolled up fit to scare a pirate in the "Up Spirits" ceremony. Observed at the party making up for all the hard work that went into it were the committee chairman, Surg. Lieut.-Cdr. Kenneth Davidson, and his two assistants, Lieut. Norman Elsey and Sub-Lieut. Jack Morgan.

The annual Halloween dance staged by the men's mess was a gala event, at which prizes were given for costumes and the dance floor was festooned with appropriate decorations. Presiding over the mess this year is the recently elected president, Able Seaman J. Nevin. — *T.W.H.C.*

HMCS Hunter (Windsor)

Late September and early October were busy times around Hunter. The training season was launched with the now traditional "Recruiting Ball" on Friday, Sept. 21. This year, however, something new was added — a band concert by the newly reorganized ship's band under Petty Officer Ernest Spiers.

A completely new decorations motif was used on the drill deck, which was repainted in time for the affair.

More than 400 people crowded the deck for the band concert and greeted each selection with thunderous applause. The event, under the chair-

manship of the area recruiting officer, Lieut.-Cdr. William Atkinson, was a success from all aspects.

The ship's company next turned its attention to the Royal Visit. Hunter had the honor of providing half the men for the 96-man royal guard, the remainder being drawn from the three reserve army units in the city. Lieut. T. A. Tarleton, Hunter's gunnery officer, was the guard commander.

On the day of the Royal Visit to Windsor, Hunter dressed ship and

turned out the entire establishment (including sea cadets) to line the parade route in front of the division.

A party of junior officers and cadets under Sub-Lieut. Ed Lee was in charge of the Royal Standard. At each of five points along the route of the royal tour a member of the party broke out the Princess' standard as she appeared.—*R.M.P.*

HMCS Malahat (Victoria)

A long-held ambition was realized October 9 when, in a colorful commissioning ceremony, HMCS Malahat was formally established in the one-time Wren barracks, Moresby House, and at last had a home of its own.

Rear-Admiral W. B. Creery, Flag Officer Pacific Coast, inspected and addressed the ship's company on the occasion and expressed his pleasure with the fact that the division now had its own headquarters.

Prayers were offered by the Command chaplains, Chaplain (P) G. L. Gillard and Chaplain (RC) J. H. Laporte.

Among the many distinguished guests who attended the commissioning were Major Percy George of Victoria and Reeve A. I. Thomas of Esquimalt.

The band of HMCS Naden took part and, after the commissioning ceremony, played light concert and dance music as officers and men entertained the guests in the various messes.



A great occasion for HMCS Malahat was the recent commissioning of the Victoria division's new quarters. Shown in an informal group following the ceremony are, left to right: Reeve A. I. Thomas of Esquimalt Municipality; Captain Ronald Jackson, commanding officer of Malahat; PO John Mundy, a member of the Naden band, and Rear-Admiral W. B. Creery, Flag Officer Pacific Coast.

The building is sufficiently large to provide ample space for lecture and training quarters, a rifle range and indoor recreation. Plans are under way to make use of the grounds for outdoor sports.

Spurred by the incentive their new "ship" has provided, officers and men have begun a personal recruiting campaign aimed at filling all branches in the division. — *A.J.C.*

HMCS Donnacona

(Montreal)

October was a busy month around Donnacona. The month opened with a fashion show on the drill deck sponsored by the Ladies Auxiliary in aid of its hospital visiting work. Attendance was good and resulted in a tidy profit with which the auxiliary will be able to carry out an extensive visiting program throughout the ensuing year.

October 1 also saw HMCS Ontario sail into port and on the following day a reception was held in Donnacona for the officers of the cruiser. Dances, sports and social activities were arranged for the ship's company during the week.

Sunday, October 7, was observed as Navy Day in Montreal with the usual naval parade and march past and a wreath laying ceremony at the Sailors Memorial, in all of which the Ontario took part.

Senior officers from Donnacona represented the Navy when Princess Elizabeth and the Duke of Edinburgh were welcomed to Canada at Dorval Airport on October 8.

The Trafalgar Ball was held October 19 on the drill deck, which was gaily decorated for the occasion. Guests of honor were Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, and Mrs. Grant. A record attendance of more than 500 guests was reported. — *R.F.D.S.*

HMCS Montcalm

(Quebec City)

Though still small in numbers, Montcalm provided the Navy with worthy representation in welcoming ceremonies for Princess Elizabeth and the Duke of Edinburgh when they began their Canadian tour at Quebec City.

Seventy-five cadets, petty officers and men of the RCN and RCN(R), plus 15 sea cadets from RCSCC Champlain, manned the wharf at Wolfe's Cove, where the Royal Visit officially started. The cadets of the UNTD later mounted a guard at Laval University and on the streets of

this traditionally army city the solid wall of khaki was occasionally broken by a splash of navy blue.

The next day the division, and city, welcomed HMCS Ontario to Quebec. The usual courtesies and calls were exchanged, to be followed by an almost continuous round of entertainment and other activities.

A dance held on board Montcalm was well attended by both ships' companies and there were free bus trips and shows for the men of the cruiser. The City of Quebec was host to the commanding officers and groups of officers from the Ontario and Montcalm at a luncheon party.

In sports, the Ontario was victorious in softball, while Montcalm's petty officers enabled the division to gain an even split in volleyball.

Montcalm is busily preparing for the opening of the Basic Training School. Officers, petty officers and men who will comprise the staff have begun to arrive; standing orders, instructions and training syllabi have been drafted, and the contractors are completing the classrooms and quarters.

The drill deck of Montcalm was the scene of another ceremony the evening of October 15 when Captain Eugene F. Noel, OBE, RCN(R),



The market place, with its tropical fruits and vegetables, was one of the places of interest visited by crew members of the Ontario during the ship's brief stop in Panama en route to Halifax. Three able seamen examine bananas by the bunch at one of the market booths. Left to right are Alex Lidstone, Halifax; Donald Legg, Vancouver, and George McNeil, Chilliwack, B.C. (*OC-896*).

formally turned over command of the naval division to Commander Marcel Jette. Captain Noel retired from the active list after commanding Montcalm for the past two-and-a-half years. Commander Jette will also be officer in charge of the new Basic Training School which will be attached to Montcalm when it opens early next year.

HMCS Nonsuch

(Edmonton)

Highlight of training in Nonsuch early in October was the drilling of the naval contingent of Edmonton's tri-service Royal Guard. The guard consisted of 32 naval men, 30 army and 32 RCAF, all of them members of their respective reserves.

Training of the naval section of the guard was supervised by Lieut. Fred Short and CPO William Mundie, members of the permanent staff at Nonsuch, and was carried out two and three evenings a week for some eight weeks prior to the Royal Visit to Edmonton.

Lieut. Short also had the honor of commanding the tri-service guard. In his 26 years of service with the RN and RCN, he had been a member of four other Royal Guards, but this was his first time in command.

On October 27 the guard was drawn up outside the CNR station in full dress and there it was inspected by Princess Elizabeth.

As is the case in other naval training centres across the country, a new division is in the making at Nonsuch as the Wrens become organized under Lieut. J. M. Laidlaw, divisional officer.

A successful dance was held in the drill hall early in October by the chief and petty officers. Some 250 couples were in attendance. Those in charge of the dance were CPOs William Mundie and Ernest Melvin and POs Alfred Todd and Frank Quiring. — *E.W.H.*

HMCS Cabot

(St. John's)

Sub-Lieut. J. A. Lawrence, navigation instructor in the University Naval Training Division at HMCS Cabot, holds the distinction of being the first UNTD cadet in the province of Newfoundland to receive his commission.

October was a busy month around Cabot as preparations and training were completed for the Royal Visit. In charge of training the Royal Guard

were Lieut. R. G. Knight and PO A. S. Peet.

The Joint Services Bowling League is well under way and Cabot's team appears again to be a strong contender.

HMCS Revelstoke, tender to Cabot, proceeded to Halifax October 1 for minesweeping exercises. On board for the training jaunt were the following naval reservists from the St. John's area: CPO R. Power, Leading Seamen H. Hibbs and C. Windsor, Able Seamen L. King and F. Stack, and Ordinary Seamen F. Hammond, and C. Bursey.

Recent drafts saw PO W. A. Andrews go to Shearwater and Ldg. Sea. G. Furey to Stadacona, while PO W. J. Murphy arrived to join the staff at Cabot. — *J.F.S.*

HMCS Queen

(Regina)

The division settled back into its training program in mid-October following the visit of Princess Elizabeth and the Duke of Edinburgh. Queen provided 50 men for its half of a composite navy and army Royal Guard. Reserve members of the guard turned out three nights weekly, and every night of the week preceding the visit for training. CPO Les Paige was in charge of training and Lieut. D. M. Howitt was guard commander for the navy. Lieut. Kenneth Beesley was second in command.

A tri-service fashion show was held recently in the Canadian Legion lounge. The new Wren uniforms were modelled by prospective recruits as the navy's part of the show. More than 250 attended.

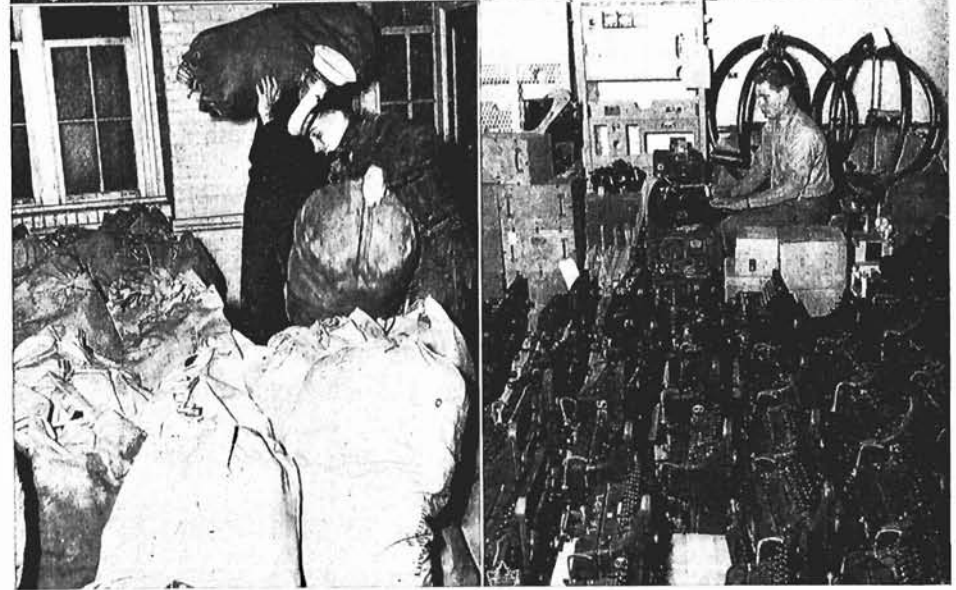
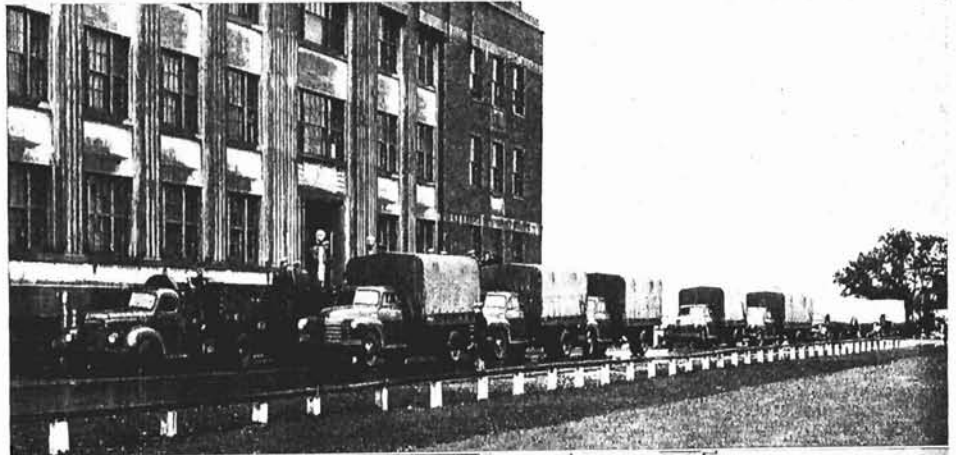
Sub-Lieut. Edith Williams has been appointed Wren divisional officer at Queen. Sub-Lieut. Williams was born in Arcola, Sask., and obtained her schooling at Yorkton and Moose Jaw. She joined the Wrens in 1945 at Regina and saw service at Galt, Ont., Cornwallis and Halifax. Upon her discharge in 1946, she studied business in Toronto. In 1947 she accepted a position with the Saskatchewan government and was subsequently posted to Regina.

HMCS Chatham

(Prince Rupert)

The division's buildings have undergone an extensive face-lifting, both inside and out, and the resulting trim appearance has had a manifest good effect.

WRCN(R) recruiting has made good progress and Sub-Lieut. Christine Worsley has taken over the duties of Wren divisional officer. A



The communications branch proved it can act with efficiency and despatch in other fields besides the handling of naval messages when HMC Communications School moved recently from Stadacona to Cornwallis. In Operation Homestead, the Comschool completed the move within a week and was able to resume classes with the loss of only two full training days. In the upper photo a fleet of trucks lines up outside the school's Stadacona quarters to be loaded with equipment and stores. Lower left shows two sailors starting to work on the stack of kit bags waiting to be humped into trucks. In the third photo, taken at Cornwallis, Ldg. Sea. Harold Bird, of Birch Hill, Sask., checks one of the 300 typewriters that comprised only a small portion of the vast amount of equipment transferred to the school's new home. (*HS-15921, HS-15925, DB-1118-1*).

high school graduate and an honors graduate in psychology, she previously coached applicants for Royal Roads. Ten other Wrens who have enrolled in the division are all highly qualified in either the business or professional fields.

During the second and third weeks of October, Lieut. N. D. Langham, staff officer, was away on a recruiting trip as far east as Prince George, B.C. AB G. Long has been drafted to Naden and has been replaced by AB D. J. Umpleby.

HMCS Prevost

(London, Ont.)

HMCS Prevost lays claim to something of a record in Wren recruiting. Out of an approved complement of

22, the London naval division had attested 17 Wrens by mid-November.

The commanding officer of Prevost recently received a letter from the chief of the city fire department thanking the division for naval assistance in a recent drowning incident in the Thames river.

Upon receipt of a call for a boat to assist in recovering a small boy from the river, PO Richard Ball had a boat loaded in a truck and transported to the river, 12 blocks from Prevost, within four-and-a-half minutes. Some of the truck's route took it through busy downtown streets and, in place of a siren, CPO William Christiani stood on the running board and waved off traffic. CPO Charles Cusmanic also aided in the operation. — *N.C.*



The Navy Plays



Ordnance School Wins Cock of the Barracks

Ordnance School won the Naden Cock of the Barracks trophy, awarded semi-annually to the department compiling the highest aggregate points for sports.

The winning total was made up by placing fifth in softball, first in track and field, second in soccer, first in whaler racing and second in water polo, netting a winning total of 98 points.

With only a small number of men to draw on, and those all petty officers and above, Ordnance was continually "scraping the barrel" in order to field its various teams. But the departmental sparkplugs, CPO "Zip" Rimmer, PO Colin Drew and PO Albert Simons, coached, persuaded, and even re-called officers and men off leave, to keep Ordnance in there and maintain the lead established early in the season by winning the track and field meet.

Supply School "A" was a persistent threat until CPO Rimmer coxswained his whaler's crew to victory early in October. Supply School "A" crew brought up the rear and that killed the school's hopes for winning the much-sought award. A strong stern wind was a break for the Armorers, who, with an experienced crew, finished an easy first over much younger and stronger entries.

Final standings for overall competition were as follows:

1. Ordnance.....	98	points
2. Supply School "A".....	83	"
3. MTE "A".....	79	"
4. Supply School "B".....	70	"
5. Supply Naden.....	64	"
6. Medical—Communications—ND 52.....	52	"
7. TAS and Elect.....	48	"
8. MTE "B".....	41	"
9. Band.....	21	"

The organization for the winter cock of the barracks competition was completed at an inter-part sports meeting held October 15. Team structure for the winter activity remains the same as for the summer sports.

The program features three major sports—hockey, basketball and volleyball—and four minor sports—swimming, bowling, .22 shooting and badminton.

Major sports started the season off October 29 and will run concurrently until completion of a round robin tourney and playoffs, when the minor sports will complete the program.

Cornwallis Captures Command Soccer Title

Cornwallis won the Atlantic Command soccer championship October 27 by defeating Shearwater 3-1 in a sudden death final at the Stadacona athletic field.

The naval airmen went into an early lead on a brilliant goal by Allen, whose header eluded the grasp of Farr in the Cornwallis net. Cornwallis tied the count just before half time on a goal by Pitt.

In the second half the Annapolis Valley team forced the play and scored two goals to sew up the game. Cunningham and Sallis notched the winning markers.

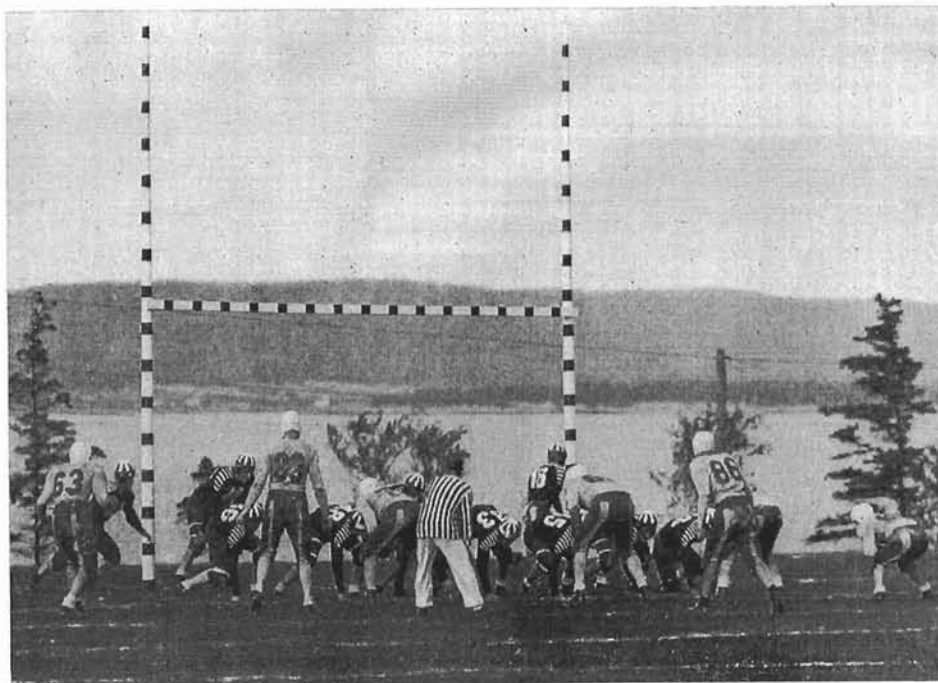
The Saks trophy, emblematic of the Atlantic Command soccer championship, was presented to Cornwallis team captain Ellison by Leonard O'Reilly, manager of Saks, following the game. The trophy, presented for the first time, will be competed for annually in the Atlantic Command.

The following participated in the final match: Cornwallis—Goal, Farr; Backs, Brian, Thomson; Halves, Stockman, Sallus, Gornuk; forwards, Pitt, Halloran, Knox, Ellison, Cunningham. Spares: Woods and Sawyer.

Shearwater—Goal, Sheldow; backs, New, Grant; Halves, Cummings, Childs, Baker; forwards: Pike, Gillis, Allen, Hodge and Carter. CPO John Hancock of Stadacona was referee.

Skating Club Formed in Pacific Command

A skating club has been organized within the Pacific Command, offering opportunity for those interested to get together on Sunday afternoons between 1400 and 1600 for pleasure skating at the Memorial Arena in Victoria.



Cornwallis may not have fared so well in its first year in the Halifax Canadian Football League, but the training centre can at least lay claim to having one of the more scenic gridirons in Canada. The Cornwallis field overlooks Annapolis Basin and has no fences to interrupt the view. The photo shows the home team trying to fight its way upfield in a game with Stadacona. (DB-1105-6)

Softball Team Plays on Far Distant Diamonds

The softball team of HMCS Ontario is able to lay claim this year to a record for world travel rivalling even that of the famous Harlem Globe-Trotters basketball squad.

The sailor-softballers at the same time have enjoyed considerable success, having lost only two of the numerous games played during the ship's extensive peregrinations.

Since February, when the Ontario sailed on her Australasian cruise, the ship's softball squad has played against teams in the Fiji Islands, Australia, New Zealand, Hawaii and California, on both coasts of Canada and in Montreal and Quebec.

The two defeats were both sustained on the West Coast. A Powell River team scored an 11-9 victory over the Ontarios during the ship's visit to the B.C. town. At Prince Rupert, the local league leaders, Prince Rupert Radio, shut out the cruiser's nine by a 3-0 score.

Coached by CPO Fred Potts and ably staffed by a powerful battery of chuckers, the Ontario's team has swept aside all other opposition. Eager to add to its laurels, it has issued a blanket challenge to all teams "of championship calibre."



Members of HMCS Ontario's widely travelled softball team are shown above. From Australia to Halifax the team has taken on all comers and only in the cruiser's home province of B.C. has the squad gone down to defeat. Kneeling, left to right, are: PO Roy Bird, Winnipeg; PO Ken Guthrie, Victoria; AB Arthur Dieroff, Hamilton, Ont.; AB Roy Derry, Victoria, and CPO Fred Potts, team captain, Victoria. Rear row: Sub Lieut (S) Murray Armstrong, Kingston, Ont.; Lieut. Ralph McLean, Sarnia; Ord. Sea. Robert Hall, Windsor, Ont.; AB Jim Cass, Port Hawkesbury, N.S.; Ord. Sea. Bart Nuttall, Brantford, Ont.; PO Ralph Adolphe, Victoria, and PO Jackie Allan, Vancouver. Missing from the photo are CPO Al Perkins and PO Cy Henderson, both of Victoria. (OC-984).

Membership is open to RCN personnel, civil servants and their friends.

It is also anticipated that provision can be made for children of members to be able to skate during these sessions, possibly in a supervised roped-off area at one end of the rink.

An executive committee has been formed to provide for the necessary administrative duties. Its members are: President, Sub-Lieut. William Walker; secretary, Sub-Lieut. (MN) Catherine Crimes; treasurer, Lieut. (S) J. M. Karagianis; entertainment, Mrs. W. H. Northey.

Ex-McGill Grid Star Playing for Stadacona

With playoff time in the Halifax Canadian Football League rolling around, Dalhousie University held a two-point lead over the second-place Navy teams from Shearwater and Stadacona at the end of October. And so far as sports fans and writers alike were concerned, any one of those three teams could take the title.

Trailing the five-team league with only one win apiece were Wanderers AAC, which last year nearly upset the dope, and HMCS Cornwallis, a game but weak team. For the boys from Deep Brook it is only fair to say that Coach CPO Andy Chartren literally had to assemble a new team for each game as drafts played havoc with his lineup.

Highest scoring team was Stadacona with 133 points. Dalhousie was close behind with 127. Defensively, Shearwater was best with only 44 points registered against, while Stadacona had yielded 50.

An unheralded 23-year-old, 163-pound halfback began catching attention with some sparkling play for Stadacona.

"Who is this boy?" asked the papers. It turned out that he was Sub-Lieut. Pete Robinson, the same Pete Robinson who starred for McGill in 1949 and '50, was voted to the intercollegiate all-star team last year and pushed Bob McFarlane to a new Canadian record for the quarter-mile just a year ago.

Another mark to his credit was his chase of Harrison Dillard, Olympic sprint champion, who had to set a new world's 40-yard indoor dash record to beat out the Canadian.

Hockey Practices Draw Large Turnout

An early start was made this year in organizing a Navy entry in the Victoria Commercial Hockey League. Eighty-four candidates turned out for conditioning in the Naden gym and for the first practices.

Instructor Lieut.-Cdr. H. V. Irving is manager of the team, CPO Thomas Booth, assistant manager, and CPO Fred Jones, coach.

Canadian Football Revived on West Coast

After a four-year absence, Canadian football has been revived in HMCS Naden with a view to establishing a nucleus for a RCN representative team in the Victoria City League next year.

The bulk of the players are from the Mechanical Training Establishment and Supply School. They form two teams for in-service play, then pool their strength for exhibition games with Victoria city teams.

MTE defeated Supply School 19-0 in the first game and a joint effort against Chaplain Ivan Edwards' Royal Roads squad resulted in a narrow victory in favor of the cadets. The cadet team, incidentally, swept the Victoria City League last year and is stronger than ever this season.

Dockyard Golfers Win Spencer Trophy

Dockyard civilian personnel outscored the RCN Golf Association in a tournament held on the west coast. It was the second competition for a trophy presented by Captain (E) B. R. Spencer in 1950. The RCNGA was victorious last year but this time the "Dockers" defeated the naval club by a score of 20 to 15.

There was a total of 48 entries in the competition for the Captain Spencer Trophy and for various individual



Proud possessors of the bulk of the silverware captured during the 1951 sailing season on the West Coast are, left to right, Commander James Davis, winner of four trophies; Chaplain (P) G. L. Gillard, recipient of eight, and Commander (S) Peter Sinclair, three-time victor. (E-16775).

prizes. On conclusion of the matches, all participants gathered in the wardroom at Naden for the presentation of prizes by Commander (L) H. G. Burchell, acting on behalf of Captain Spencer, who was absent on sick leave.

In addition to presenting the Captain Spencer Trophy to Jack Esler, Dockyard team captain, Commander Burchell presented awards to Eric Barber, Dockyard, for his low gross of 82; Lieut. W. (Scoop) Hibbert, low net 69 and W. Armstrong, Dockyard, Lieut. (E) Ray Johns and V. Bowes, Dockyard, hidden holes. The best poker hand prize was taken by Lieut. (E) Richard Keen with his five sixes. Petty Officer Angus Nelson and CPO Charles Keen walked off with the consolation prize.

Seven Teams Bowling for Halifax MTE

The Mechanical Training Establishment has eight teams in the Stadacona inter-part bowling league which got under way in October. They are the Officers' team, captained by Lieut. (E) Kenneth E. Lewis; MTE "A" (CPO Robert Hutchings), MTE "B" (PO Harry Jones), Class No. 14 (PO Edward Hopps), Class No. 147 "A" (Ldg. Sea. John Silverson), Class 147 "B" (Ldg. Sea. Allan Spencer), Shipwrights "A" (PO Vincent Duffy) and Shipwrights "B" (PO William Pollard).

The establishment also has a team in the mixed bowling league.

Several games had been played by the middle of October and to that date

the officers had scored three points, MTE "A" had eight points, MTE "B" four points, Class 14 four points; Class 147 "A" three points, 147 "B" none, Shipwrights "A" none, and Shipwrights "B" one. In the mixed league, MTE had culled a total of five points.

Badminton Season Starts at Naden

The Naden Badminton Club commenced play for the 1951-52 season on Wednesday, September 26, in the barracks gymnasium. Two periods per week have been allocated to the club and attendance has been good, averaging approximately 40 members at each session.

Club executives are: Chairman, Lieut. (SB) W. H. Northey; vice-chairman, Instructor Lieut. D. A. Robertson, and secretary-treasurer, Mrs. G. E. Churchill.

Comschool Enters Sports at Cornwallis

The Communications School did not take long to enter the sports scene at Cornwallis, following its transfer there from Halifax.

The Comschool soccer team chalked up three victories in as many starts and the school posted entries in the inter-part hockey, bowling, basketball and volleyball leagues. Four communicators joined the Cornwallis football team and it is expected the school will have representatives on other squads formed at the base.

Padre Gillard Corners Eight Sailing Trophies

The 1951 sailing season was a notable one for Chaplain G. L. Gillard, who captured eight trophies in races held by the RCN Yacht Club (West Coast) and the Royal Victoria Yacht Club.

Other naval officers who had more than a fair share of success were Commander James Davis, who won four trophies, and Commander (S) Peter Sinclair, who wound up with three.

Lieut. W. S. Blandy was a double winner, while Lieut. W. M. LaNauze and Lieut. (E) Roy Smith each scored single victories.

Cornwallis Gains Service Soccer Final

HMCS Cornwallis scored two convincing wins over Nova Scotia entries in the Maritime tri-service soccer playdowns to advance to the finals against the RCAF Summerside team.

The Cornwallis eleven swamped RCAF Greenwood 6-0 in the first stage of the playoffs. Meanwhile, Stadacona and Shearwater played a 2-2 deadlock and then had to do it all over again, with Shearwater winning the second contest.

Cornwallis and Shearwater tangled at the Annapolis Valley training base on November 3 and the high scoring Cornwallis squad triumphed 6-4.

Navy Soccer Team Makes Strong Start

The RCN entry in the tri-Service Soccer League has proved to be one of the strongest teams to perform in the Pacific Command in recent years. With CPO Jack Waldron as manager and CPO Alex Ross, one of the Navy's all time soccer greats, as coach, the team has got off to a flying start and won't be satisfied with anything less than a championship season.

In their first start the sailors scored an impressive 6-0 win over Chilliwack Army. Although the soldiers held Navy scoreless in the first half, the RCN had little trouble in breaking through time and again after the rest period.

AB Gordon Linton capped a fine performance by performing the "hat trick." AB Jack Scullion scored two goals and CPO Vic Dovey accounted for the other. The RCN lineup included PO Charlie Hall, CPO Dovey, AB Linton, Lieut. C. Crothers, AB Scullion, PO Jack Strachan, CPO Waldron, Ldg. Sea. John Potter, CPO Tom Fraser, AB Ernie Gardner, PO George Kinch and PO Stan Sinclair.

SIoux SETS MILEAGE RECORD

ON BOARD HMCS SIOUX — Returning to operations after an enforced stay in port, the Sioux quickly made up for lost time, when, in the month of September, she spent 29 days at sea and steamed 10,979.8 miles.

The mileage figure was believed to be 2,000 better than the previous record for Commonwealth ships operating in the Korean theatre.

The Sioux had hoped to reach the 11,000-mile mark but was prevented from doing so by an incident of passing interest. While screening the carrier USS Rendova, off the west coast of Korea, the ship came across a complete bridge trestle, made up of double banked 12 by 12's.

This floating hazard had to be destroyed and the use of several 1¼-pound charges was suggested for the job. (Amazing the faith the TAS people have in the 1¼-pound charge.)

However, it was finally decided to suspend a depth charge in the cross members, fitting it with a five-minute fuse. The work was done by Commissioned Gunner (TAS) Douglas Babineau, assisted by PO Derek Whitworth. The depth charge did a very satisfactory job.

PO Whitworth, a medical assistant, is one of the more versatile members of the ship's company. Not satisfied with his pills and needles, he invariably is one of the first to step forward when volunteers are called for a job. On one occasion he spent a night ashore on Saw Tooth Island as a member of an armed party guarding a downed helicopter. The trestle affair was another in which he took a prominent part.—*P.C.B.*

Book Review

WHITE TWIST, 1951

No cadet, present or past, should miss the 1951 edition of WHITE TWIST. It is a treasury of all that is dear, or otherwise, to those who train with the navy in the summertime and who in winter are students at Can-servcol or at university.

Through the pages of this handsome magazine are sketched the lives and times of naval cadets: the long, sweltering July days spent on the parade square and in the classroom, the "maze of lounging forms and thumping feet" in the gunroom, the sweet moments of leave in England or Hawaii, the life



Commissioned Gunner (TAS) Douglas Babineau perches on a portion of the bridge trestle which HMCS Sioux found floating in the Yellow Sea. Mr. Babineau and PO Derek Whitworth suspended a depth charge in the cross members and exploded it with a five-minute fuse. (Photo by Lieut. (S) F. S. Anderson).

"ashore" in Halifax or Esquimalt, the evenings spent toiling over the perennial journal assignment, the sports and regattas, the everyday experiences that are being woven into the fabric of naval lore.

Here too, for better or worse, are the personalities — the Commander, the Term Lieutenants, the Slackparty Penguin ("may be observed at all hours diligently applying a mop and scrubber . . ."), the Gunroom Gannet (who, we are told, is a close cousin to the Wardoom Warbler), the wit who wrote a news report of an imaginary cadet court martial, and the serious student in search of the deep mystery of the sea.

There is an introduction by the Chief of Naval Staff, and an essay on "Naval Discipline Through History." There is a wealth of clever cartoons, and a galaxy of photographs. There is a jewel of a poem called "Night Watch," and a delightful satire, "On Exercise." One article outlines the history of the UNTD; another tells of the purposes of the Canadian Services Colleges.

This is the third edition of WHITE TWIST, which had a humble beginning on the West Coast in the summer of 1949, but which is now a large,

splendid magazine written for and by the cadets of both coasts. It is a magazine to be proud of; the editors are to be congratulated. — *A.M.W.*

P. V. ROSS HEADS SASKATOON NOAC

P. V. Ross was elected president of the Saskatoon Branch of the Naval Officers' Association of Canada at the annual meeting held on board HMCS Unicorn.

Others elected to office were: Stewart Lindsay, vice-president; Dr. Herbert Cowburn, secretary-treasurer, and J. B. Mawdsley, Harry S. Jackson and Earl Beatty, members of the executive.

BRANDON CORPS WINS SEA CADET TROPHY

The Swiftsure Sea Cadet Corps of Brandon, Manitoba, has been awarded the Navy League of Canada's Nelson Trophy for topping all 80 Canadian sea cadet corps in the matter of promotions. Examinations on which promotions are based are set by personnel of the Royal Canadian Navy, which sponsors the Royal Canadian Sea Cadets jointly with the Navy League.

BIG NAVAL STORAGE DEPOT BEING BUILT AT MONTREAL

A modern \$6,000,000 bulk storage depot, which will relieve the overcrowded depots at Halifax, Esquimalt and Sydney and will provide for the requirements of an expanding service, is being constructed in Montreal West for the Royal Canadian Navy.

The depot will answer an urgent need for storage space for naval materials and supplies that are being manufactured in ever increasing quantity under the current defence production program.

The new depot will occupy a 96-acre site at Ville la Salle in the west end of Montreal, just south of the Lachine canal. The location is convenient to the major sources of supply and will be connected by spur line to the joint CNR-CPR trans-Canada rail line.

Present estimates call for the construction of an administration building, four storage buildings, one inflammable store, a motor transport garage, central heating plant and power plant. Future plans provide for an additional four storage buildings.

It is anticipated that two storage buildings 200 feet wide and 600 feet long will be ready for operation by the early summer of 1952 and a further two shortly after.

The function of the Naval Supply Depot, Montreal, will be to warehouse bulk stocks of general and technical stores and equipment (not including ordnance or ammunition) to support the supply depots on the coasts and elsewhere. It will also

hold mobilization reserves of certain classes of stores. Retail issue will be restricted to the minimum. The operation of this depot will permit bulk stocks at the coasts being reduced to acceptable limits.

Incorporating the latest practice in lay-out and facilities, the new supply depot will be modern in every respect. Efficiencies will include a pneumatic tube system between the administration building and the main warehouse office for the circulation of documents; a public address system throughout; time clocks, wall clocks and signal bells centrally controlled from a master clock, and an 18-foot stacking height. Safety features will include a sprinkler system and two fire walls dividing each storage building into 200 by 200 foot sections.

Modern material handling equipment such as electric fork lift trucks, pallet transporters, shop mules and warehouse trailers, combined with the use of four way pallets, picture frame pallets, pallet racks and standard packaging, will facilitate the speedy handling of the nuts and bolts required in the logistic support of the fleet.

Administrative services provide for a cafeteria, rest rooms, sick bay, lecture rooms and depot library. Recreational facilities, including playing fields and an ice rink, are in the blueprints of the finished depot.

A combined staff of some 500 naval and civilian personnel will operate the depot.

INCREASING NUMBER MAKING MONTHLY ALLOTMENTS TO BENEVOLENT FUND

The suggestion made at the last annual general meeting of the Canadian Naval Service Benevolent Trust Fund whereby personnel could make voluntary donations by means of a special allotment form was inaugurated in August. Since then the number contributing in this manner has increased monthly. For the month of October the sum of \$211.50 was received from 192 officers and men.

Prior to the commencement of this method, the fund was in receipt of an allotment from a chief petty officer without any notice of its purpose. It was presumed, however, to be a donation, which was confirmed by the following reply to a letter from the fund:

Dear Sir:

The small allotment is a gift. I have seen the results of assistance to acquaintances and appreciation is best returned with some assistance however small. Please forget the receipt.
Sincerely.

This letter is much appreciated by the officials of the Fund. It is most encouraging and gratifying to hear that the work being done is appreciated by those who have seen the results of the Fund's assistance and realize its usefulness and purpose in relieving distress among members and ex-members of the Naval Forces of Canada.

The Fund wishes to take this opportunity of wishing all a Very Merry Christmas and a New Year free of misfortune.



The Chief of the Naval Staff, Vice-Admiral H. T. W. Grant, officially opens a new room, dedicated to the Navy, in Churchill (Quebec No. 91) Branch of the Canadian Legion at Ste. Anne de Bellevue, Quebec. Left to right are: H. K. Pickering, president of the branch; Mayor E. E. Deslauriers of Ste. Anne de Bellevue and Captain F. W. Wallace.

Press Gangs Again?

A mobile naval recruiting unit, making its way through the Eastern Townships of Quebec, appears to have been resorting to the less refined methods which were employed a century and a half ago in raising men for the Navy.

Shades of the press gang were evoked by a message in which the recruiting team reported to Naval Headquarters the names of four men enlisted in one of the cities visited. It said:

"The following new entries have been rolled into the RCN this date etc. etc." (the italics are ours).

The signal inspired visions of four innocent young men being cornered on a dark street by a gang of ruffianly sailors and reduced to a condition whereby they could be "rolled" away from their happy homes to serve a life at sea.

(EDITOR'S NOTE:—No doubt there was an "en" before the "rolled" in the original text but the message was garbled in transmission).

This is not a seascape but is, in fact, a photo taken about as far from the sea as one could get in Canada. It shows a naval whaler setting sail on the shimmering waters of Lake Winnipeg, where personnel from the Winnipeg division, HMCS Chippawa, spent their summer weekends acquiring small boat "seatime." The man behind the camera when this striking shot was taken was Petty Officer Edward E. Eaton, of Chippawa.



