

The CROWSNEST



Vol. 5 No. 3

January, 1953

A MESSAGE FROM THE MINISTER

It is customary, as we step from the old year to the new, to look back over the past twelve months and consider the path we have followed.

This we can do with pride. In the year 1952 the Armed Forces of Canada made splendid progress, both in size and in quality. On those occasions when I had the opportunity to visit units and establishments of the Navy, Army and Air Force in Canada and overseas, I could not help but be impressed by the efficient manner in which officers and men were carrying out their tasks.

Circumstances were often difficult, but they met each test with fortitude and good will. In the theatre of war they fought the enemy in such a way as to bring honor to themselves and to their country.

The Navy's record for 1952 stands as the finest to be achieved in any year of its peacetime history. Its growth in strength and experience was reflected in an increasing number of undertakings and commitments.

Throughout the year, three destroyers were maintained in Korean waters, working in close co-operation with other warships of the United Nations command. When the full story of the war is finally told, the job done by these ships will, I am sure, receive a feature place.

The seas off Europe saw ships and aircraft of the RCN prominently engaged in exercises planned by the naval command of the North Atlantic Treaty Organization.

Other endeavors, afloat and ashore, gave sound evidence of the Navy's steadily increasing stature.

The Navy, Army and Air Force of Canada will continue to grow in 1953. They must, for it is evident that if the free nations of the world are to achieve the peace they so earnestly desire, they must be strong enough to discourage any potential enemy from making war.

In wishing all personnel of the Navy, uniformed and civilian, a successful New Year, I do so in the broadest sense. May the New Year not only be successful for each one of you personally, but may it also be one in which the Royal Canadian Navy will have the satisfaction of knowing it has helped convoy us closer to our goal.



Minister of National Defence.

The CROWSNEST

Vol. 5 No. 3

THE ROYAL CANADIAN NAVY'S MAGAZINE

JANUARY, 1953

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IN this issue of The Crowsnest there appears a review of principal happenings in the RCN in 1952 and a sketch map showing where some of our ships travelled during the year. Neither is by any means complete. To tell all the Navy did in the past twelve months would take many more pages, and to show the passages of each and every ship would require a map of considerably larger size and scale. However, we think the summary and the map between them give a pretty good idea of the extent of the Navy's activities in 1952.

(Note to navigators: Aware that he took certain liberties with some of your courses, the artist who prepared the map begs your indulgence. The changes were made purely for illustrative purposes.)

* * *

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Cover Photo — One of the best vantage points from which to view the beauties of Rio de Janeiro is atop Mount Corcovado, and that's exactly where these three members of HMCS Ontario's ship's company were when this photo was taken. In the background is the famous 128-foot statue of Christ the Redeemer, 2300 feet above city level. Spotlit at night, the statue seems to stand in mid-air, as if protecting the city at its feet. From left to right are: PO Gordon Pettigrew, Victoria, Ldg. Sea. Gerald Arnold, Regina, CPO Robert Hamilton, Vancouver and Victoria. (OT-1291).

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R.C.N. News Review

NINETEEN hundred and fifty-two for the Royal Canadian Navy was a year of growth and a year of preparation. It was a year, too, of close integration of the RCN within the framework of the North Atlantic Treaty Organization.

From a postwar low point of 6,775 officers and men in December 1947 the Navy had grown by the end of 1952 to a regular force of more than 15,000.

There wasn't a notable increase in the number of ships in commission, but new vessels were coming down the ways in increasing numbers and veteran warships were being reconditioned for service. The increase in manpower meant that a greater proportion of officers and men would be available to man these warships, old and new, in the New Year.

On the far side of the earth, Canadian destroyers continued to serve the cause of the United Nations. By

the year's end nearly 2,900 officers and men had served in the Korean theatre, many of them putting in two tours of duty and a few of them going back in the Athabaskan for a third. In October the RCN had its first battle casualties, one officer and two men being killed in action on board HMCS Iroquois.

Ten awards announced late in December brought to 33 the number of RCN personnel honored for services in the Korean campaign. Officers and men of the Royal Canadian Navy have received the following: DSO, 1; OBE (Military), 1; Bar to DSC, 1; DSC, 6; DSM, 1; BEM, 3; Mention in Despatches, 20.

Work continued during the year toward the goal of a 100-ship navy. A second destroyer escort (HMCS Skeena) was launched and six of the projected 14 coastal minesweepers were in the water. Five trawler-type

gate vessels were completed and accepted by December.

HMCS Algonquin (rebuilt as a destroyer escort) was to be commissioned early in 1953 and the Arctic patrol vessel, HMCS Labrador, was expected to be ready around the middle of the year.

Nine of 20 Bangor minesweepers being returned to service had completed their refits and 16 frigates, currently under refit, will be ready for service or reserve in 1953.

Here, month by month, is briefly told the story of the Royal Canadian Navy in 1952:

January

HMC Ships Athabaskan, Cayuga and Sioux operated off both east and west coasts in the Korean war theatre. The Athabaskan was credited with scoring three direct hits on a rail junction.

The former HMCS Uganda, following an extensive refit and modernization, was renamed HMCS Quebec by Madame Gaspard Fauteux, wife of the Lieutenant-Governor of Quebec, and was commissioned at Esquimalt.

HMCS Swansea made a three-week cruise to Nassau, Bahamas, and New London, Connecticut.

The frigates Beacon Hill and Antigonish were on a cruise to San Diego, Calif.; Talara and Callao, Peru; Corinto, Nicaragua, and Long Beach, Calif.

Men had moved into the new Stadacona barracks on the site of the old Wellington Barracks at Halifax and families were occupying the Shannon Park housing development on the Dartmouth side. Work started on a \$1,750,000 barracks block at Naden.

February

HMCS Nootka relieved HMCS Sioux in the Far East, joining the Athabaskan and the Cayuga on duty there.

The death of His Majesty King George VI occurred on February 15 and Her Majesty Queen Elizabeth II came to the throne. Warships of the RCN were designated Her Majesty's Canadian Ships and all officers renewed their oaths of allegiance to the Crown.



HMCS Athabaskan and the heavy cruiser USS Rochester became a little more intimate than is customary when, during a jack-stay and refuelling exercise, a sudden shift in wind and sea brought the two ships within easy tossing range of one another. They quickly regained their proper distance and carried on with the exercise, one of several engaged in during passage in company from Pearl Harbor to the Far East. (AN-129).

March

HMC Ships Cayuga, Athabaskan and Nootka were on duty in the Far East. The Sioux returned on March 8 to her home port of Esquimalt.

Admiral L. D. McCormick, USN, newly appointed Supreme Atlantic Commander, Atlantic, under the North Atlantic Treaty Organization, visited Ottawa.

HMCS Haida was commissioned on March 15.

Ten Sea Furies and two Avengers flew from HMCS Shearwater, the naval air station at Dartmouth, N.S., to Quebec City on a long-range exercise.

April

HMC Ships Cayuga, Athabaskan and Nootka were on Far East duty. The Cayuga was screening a U.S. carrier, while the others were carrying out inshore blockade and bombardment.

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, was designated Naval Commander, Canadian Atlantic Sub-Area, under NATO.

HMCS Ontario made a training cruise to Pearl Harbor, Hawaii, and San Francisco.

HMCS Quebec made the passage from Esquimalt to Halifax, exercising at Magdalena Bay, Mexico, en route.

Veteran Tribal class destroyer of the Second World War, HMCS Iroquois sailed from Halifax for the Far East.

HMCS Wallaceburg carried out minesweeping exercises off Charleston, South Carolina.

Naval aviation acquired its first 12-place Sikorsky helicopter.

May

The destroyers on duty in Korean waters were the Nootka, Cayuga and Athabaskan.

On May 30, the Nootka and USS Thomason (destroyer) escort came under heavy fire of east coast shore batteries. An estimated 150 shells landed near the Nootka, some so close that the upper deck was littered with shell fragments and three sailors had their helmets blown off. The Nootka answered with broadsides, withdrew through fog and rain, found she was undamaged, headed back and blasted the shore batteries into silence.

The Cayuga poured more than 500 rounds into gun positions, bunkers and troop concentrations on the Ongjin peninsula.

Battle of the Atlantic Sunday was widely observed across Canada and at sea on May 18.



Among the more ambitious construction projects undertaken by the Royal Canadian Navy in 1952 was the new barracks block at HMCS Naden. Construction was started last January and the above picture shows progress toward the end of the year. (E-20834).

HMCS Crusader completed trials and work-ups and sailed for the Far East from Esquimalt.

The sea training program for UNTD and Canadian Services Colleges cadets was under way on both coasts.

The East Coast Training Group (Crescent, Swansea and La Hullose) sailed from Halifax on a training cruise to Gibraltar and the French Riviera. The West Coast Training Group (Sioux, Beacon Hill and Antigonish) began a cruise to Prince Rupert, B.C., and Juneau, Alaska.

Delivery began of an additional 42 Avenger aircraft, purchased from the U.S. government.

June

HMC Ships Athabaskan and Cayuga were relieved in the Far East by the Iroquois and the Crusader. The Nootka enjoyed a rest period in Hong Kong. The Iroquois teamed with RN warships in attacks on the Ongjin peninsula.

HMCS Magnificent, accompanied by HMCS Haida, left for the United Kingdom, where the carrier took part in NATO's Exercise Castanets.

The Ontario, in the course of a training cruise to San Diego, Calif., took on board an injured seaman from the weather ship, CGS Stonetown.

HMCS Quebec paid her first visit to her namesake province, visiting

Sorel, Quebec City and Montreal. At Sorel, the Quebec joined with USS Samuel B. Roberts (destroyer) in five-fold ceremonies. HMCS Labrador (Arctic patrol vessel) and HMCS Chignecto (coastal minesweeper) were christened by Mrs. Louis St. Laurent and Mrs. Brooke Claxton, and guns for the RCN, USN and U.S. Army were unveiled.

July

HMC Ships Nootka, Iroquois and Crusader were on duty in Korean waters. All three ships had a busy month shelling enemy-held islands and shore positions.

The Magnificent sailed from the United Kingdom for Malta to exercise with the Mediterranean Fleet.

Sir Leonard Outerbridge, Lieutenant-Governor of Newfoundland, made a tour of the south west coast of his province on board HMCS Wallaceburg.

The Wanderer IX, entered by the Halifax squadron of the RCN Sailing Association, won the first sailing of the 750-mile Bermuda-Halifax yacht race on handicap time against three United States craft.

The Quebec, on a training cruise to Portsmouth and Plymouth, England, joined the East Coast Training Group in the English Channel for the homeward journey. Ships of the

training group visited Dartmouth, England, and Dieppe, France.

No. 1 Cadet Flying Unit was established at Patricia Bay airport near Victoria, B.C.

The Magnificent joined units of the Royal Navy in visits to Navarin and Athens, Greece, and Istanbul, Turkey. The Magnificent also visited Tobruk, Libya.

Officers and men from HMCS Cornwallis and a Sikorsky helicopter from Shearwater helped fight a forest fire which was threatening a farming community near Digby, N.S.

August

Destroyers on duty in the Far East were the Iroquois, Nootka and Crusader. The Crusader fired on enemy troop concentrations and intercepted an armed junk. The Iroquois and the Nootka pounded enemy gun positions.

The third and final East Coast Training Group cruise of the summer was made by the Crescent and the La Hullose to Gibraltar, Dover, Flushing and Antwerp. The third cruise on the West Coast took the Sioux, Beacon Hill and Antigonish to San Diego, Calif.

The second HMCS Skeena (destroyer escort) was launched at North Vancouver.

Navy Day celebrations at Halifax on August 2 drew an estimated 15,000 persons. A similarly successful Navy Day had been held in Victoria a week earlier.

September

The Iroquois, Nootka and Crusader continued on duty in Korean waters. The Iroquois directed a South Korean raid on a west coast beach and her guns accounted for many of the 200 casualties suffered by the communist defenders.

The Magnificent and the Quebec were among the more than 150 warships participating in Exercise Mainbrace, off Norway and Denmark. The "Maggie's" aircraft were credited with two submarine "kills" and with shooting down three "enemy" aircraft.

HMCS Ontario sailed from Esquimalt, September 8, on an 18,500-mile training and goodwill cruise around South America.

HMCS Haida sailed, September 27, from Halifax for her first tour of duty in the Far East.

It was reported that 300 RCN(R) Ordinary Seamen had undergone intensive two-week training courses at the Reserve Training Establishment, Great Lakes, at Hamilton.

For the third time in four years,

HMCS Hunter, Windsor, captured Cock-of-the-Walk honors at the Great Lakes Naval Regatta, held this year at Hamilton.

October

HMCS Iroquois sustained the first battle casualties of Canadian destroyers serving in the Korean war. An officer and two men died and seven men were injured. A guard from HMCS Crusader attended the funeral in the Commonwealth cemetery at Yokohama, Japan. The Iroquois held a memorial service at sea and exacted revenge in a bombardment of the east coast of North Korea.

The Nootka was nearing the end of her second tour of duty. The Crusader joined the "Train Busters' Club" by wrecking with her guns a locomotive and 13 cars on the North Korean east coast railway.

Ten midshipmen of the Royal Navy began training as naval air observers in the Observer School at Shearwater, as part of the RCN's contribution to the training in Canada of aviators for NATO.

The Magnificent and the Quebec took part in Exercise Emigrant, which simulated a North Atlantic convoy operation.

The Ontario was damaged in a collision at the entrance to Buenos Aires harbor. She completed calls at Montevideo and Rio de Janeiro, but had to abandon proposed visits to Venezuela and Columbia.

The new Naval Research Establish-

Iroquois Plays Santa To Halifax Orphans

Back in September, while their ship was on patrol off the west coast of Korea, the Welfare Committee of HMCS Iroquois did some long-range planning for Christmas.

Somebody brought up the question of Christmas parties and entertainment for the children in Halifax's two main orphanages. It took only a little discussion to bring the committee to a unanimous decision, and \$200 was voted from the Ships' Fund, half to go to the Halifax Protestant Orphanage and half to St. Joseph's Orphanage to help with the cost of Christmas presents and parties for the children.

A couple of weeks after the Iroquois' fight with a shore battery on the east coast of Korea, the following telegram reached the ship:

"To the Chairman of the Welfare Committee, HMCS Iroquois. Sincere appreciation for generous gift. Daily prayerful remembrance for Iroquois crew.

Sister Anita Vincent,
Sister Superior,
St. Joseph's Orphanage."

ment building at Halifax was opened. The Basic Training School at Quebec City was commissioned as HMCS D'Iberville.

November

HMCS Nootka, relieved by the Haida, began her journey homeward from the Far East by way of Singapore, Ceylon, Aden, Suez, Malta and Gibraltar. Relieved at the end of the month by the Athabaskan, the Iroquois was homeward bound by way of Esquimalt and the Panama Canal. The Athabaskan commenced her third tour in the Korean waters and the Crusader was half-way through her first.

The Ontario was docked at Rio de Janeiro, where one damaged starboard propeller was removed and temporary repairs were made to the other.

Remembrance Day, November 11, was observed by ships and shore establishments.

The Magnificent and the La Hullose visited Norfolk, Va., where the carrier embarked Sea Furies brought from England by USS Midway.

HMCS Huron, which had undergone an extensive refit and conversion, was commissioned at Halifax on November 18.

December

HMCS Crescent and HMCS La Hullose made a goodwill and training cruise to Havana, Cuba.

Happy families and friends greeted the Nootka on her arrival home at Halifax on December 17. She had been away from her home port for a year less 13 days and became the first Canadian warship to circle the globe from east to west.

On the same day, the Ontario tied up at Esquimalt, from where she had sailed on September 8 on her South American cruise; on her return journey, although partially crippled herself, she had gone to the aid of a small Nicaraguan freighter tossing helplessly on choppy seas in the Caribbean and helped the little vessel to get her engines started.

The Iroquois, too, was back in Canada—but not in her home port—on December 17. She reached Esquimalt that day to let about 100 crew members go ashore and to receive on board others bound for the East Coast. She sailed again on December 20 and was due in Halifax early in January.

Eight hundred officers and men of the Royal Canadian Navy, members of the ships' companies of the Athabaskan, Haida and Crusader, spent Christmas in the Far East.

'Scratch One Train'

Crusader Knocks off Engine, 13 Box-Cars in Raid on Red Railway

ON BOARD HMCS CRUSADER—The autumn hunting season was in full swing and on the east coast of Korea there was an open season on trains. For the better part of a month HMCS Crusader spent her nights stalking iron horses—and on the very last night of her patrol was rewarded with a full bag.

The Crusader's favorite hunting ground was a section of enemy coast-line where, for about half a mile, a vital enemy railway passes close to the shore. The stretch of track ran between two tunnels and had a smaller tunnel in the centre. To make a score, the gunners had to hit their train while it was on that 1,000 yards of track. With the target travelling at from 25 to 30 m.p.h., they could not afford to waste many shots.

Like all good hunters, the Crusaders had to be patient. Many long nights were spent close inshore, sometimes less than a mile from the land, with a hundred eyes straining in vain for the tell-tale glow of sparks and a hundred ears listening for the first faint sound of an approaching engine.

For a time it appeared as though the line was no longer being used, even though it was the only one the Reds have on the east coast. But then one night a target presented itself and the ship's gunners got their chance. No assessment of the results was possible at the time but later reports indicated that two box-cars had been knocked off the track.

This was encouraging but the Crusaders were by no means satisfied; they wanted a whole train. It was realized that if a perfect score was to be obtained, the engine had to be put out of commission. Then the rest of the train could be dealt with at leisure.

On the last night of her patrol the Crusader closed up all action gun crews, worked her way to within 1,800 yards of the shore, and waited.

Suddenly, at 2000, came the cry, "Alarm Train!"

The moment the train came out of the first tunnel the 4.5-inch guns opened fire. The first salvo stopped the train cold—all, that is, but the engine. However, the gunnery control officer had sighted it entering the centre tunnel and when it emerged,

smoke and steam pouring from every seam, the guns gave it their full attention.

Again the engine disappeared and the disappointed gunners, thinking it had got away, swung their weapons toward the string of stationary box-cars.

A spread of starshell revealed 13 of them and, while the Bofors laid down harassing fire on enemy shore batteries, the 4.5s went to work on the train. Within minutes two box-cars had been set on fire and the remainder smashed.

A while later an American destroyer spelled off the Crusader and clobbered the train for an hour. Then the Canadian destroyer carried on for the rest of the night, firing a shell into the wreckage every five minutes or so just to discourage the Reds from trying to make repairs or salvage anything from the mess.

At first light, four Corsairs from Task Force 77 appeared overhead. After a look-see they reported as follows:

Remains of 13 cars on and near railway, all badly damaged, several burned out, track cut in at least three

Pin-Point Shooting

The accuracy of HMCS Iroquois' gunnery came in for frequent praise during the destroyer's recent tour of operations in the Korean theatre.

Shore spotters and carrier pilots, reporting on the results of bombardments carried out by the Iroquois, had occasion a number of times to congratulate the ship's gunners on their shooting.

What was probably the most impressive display of all followed a request from a fire control party ashore for a few rounds to be dropped among a small party of enemy troops. The Reds, numbering about 40, were watching from a hillside as the Iroquois bombarded nearby shore batteries and other targets in the Haeju area, on the west coast of Korea. Nearby was a cave into which they could retreat at the first sign of trouble.

This illusion of safety was shattered when one of the Iroquois' early rounds entered and exploded inside the cave. The shell burst was followed by a second explosion—probably of ammunition.

No count of the enemy losses was possible—but the hillside grandstand drew no further customers.

places, with sections of rail hanging down embankment. Engine turned over at bottom of embankment. Railway completely blocked.

The Crusader had got herself a whole train, engine included, after all.

The Crusader was due to be relieved at 1000 by a Netherlands destroyer but before turning over the patrol she gave one of the tunnel entrances a thorough going-over and left it blocked with debris.

It was a tired ship's company that sailed the destroyer back to base. Many had been at their stations for 14 hours or more. But they were as happy as they were tired, and would have stood by their posts a lot longer if they could be assured of a repetition of their night's work.

The night was a fine example of teamwork in action—from the gunnery crews to the cooks who handled shells and provided food with equal ease to the engine room personnel whose engines were constantly on the move as the captain manoeuvred his ship to keep all guns bearing on the target.

The ship's sense of satisfaction was made complete by a message received from Commander Task Force 95:

Welcome to the Train Busters' Club!
* * *

On completing five months in the theatre, the Crusader had expended 2,000 rounds of ammunition. In addition to her train-busting expedition, the ship's other fall activities included bombardments of enemy gun positions and an early morning shelling of the city of Chongjin.

With the help of two 500-pound bombs from spotting aircraft, numerous strategic targets were set afire and parts of the city were left blazing. From the USS DeHaven, in company, came the message: "Good shooting rapid fire. Admire your loaders."

Numerous other congratulatory messages were received from Far East commanders and, all in all, it was a most gratifying month for the Crusader.

On October 8, the Crusader provided a guard and firing party, under the command of Lieut.-Cdr. A. J. Tanner, for the funeral of their three Canadian compatriots killed in action on board HMCS Iroquois.—F.L.P.R.

Preserving The Past

*In Its Citadel Hill Quarters,
Maritime Museum Turns
Back History's Pages*

THE Maritime Museum is nearing the end of its first year in new quarters on Halifax's Citadel Hill, where it moved when the building it occupied on Jetty Four in the naval dockyard was demolished last spring to make way for the Halifax-Dartmouth bridge.

Five casemates have been assigned to the museum and have been completely rebuilt, redecorated and provided with steam heating. The Department of Mines and Resources undertook the task as part of its plan to repair the whole Citadel and turn it into a national park.

Although the museum moved out of its dockyard site in February, it was May before the exhibits could be properly set up in the new location and the museum re-opened to the public. It has proven a popular feature with Haligonians, and with visitors to the famous port city as well. During the summer and fall, an estimated 40,000 people saw the museum's exhibits, with 10,000 of these being recorded during the month of July alone.

Since its inception in 1947, the Maritime Museum has gathered to-

gether objects of historical significance dating as far back as 1682. Among the exhibits are nearly 300 items, plus scores of historic photographs and documents.

There are models of ancient and modern warships and commercial vessels, many world-renowned for their exploits. Included are a piece of the hull of the USS Chesapeake and a picture of her being towed into Halifax harbor by the victorious Shannon.

There are swords and cutlasses, and firearms ranging from flintlock pistols to quadruple mount anti-aircraft guns of the Second World War. There are also uniforms, badges and insignia of many services. Items of more recent history include such exhibits as a huge paper carp — a good luck symbol flown by Japanese fishermen — which was presented to the museum by HMCS Nootka on her return from Korean waters in the autumn of 1951.

Although the museum's collection is varied and plentiful, it is anxious to obtain many more items to round out the exhibits tracing Canada's nautical history.

High on the list of requirements are good scale models of RCN ships, past and present, Canadian merchant ships, various types of fishing craft and models of naval aircraft. Also sought are articles of naval and merchant navy uniforms, such as badges, buttons and cap ribbons worn by the RCN, RCNR, RCNVR and RNCVR.

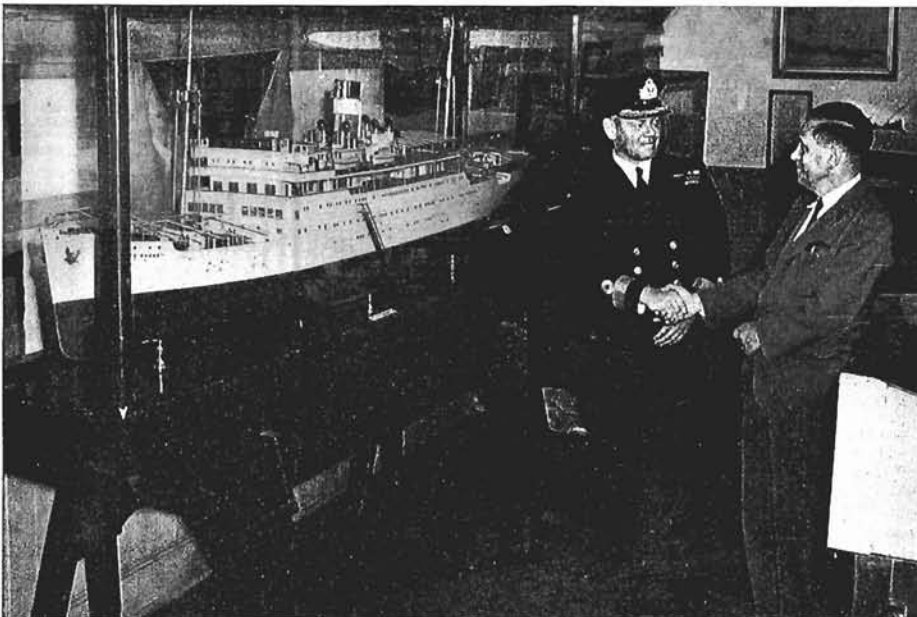
The Maritime Museum was founded in 1947 by a group of officers then serving in Halifax, with Commander (now Captain) James Plomer being largely responsible for its inception. Quarters were found and a start was made on collecting items.

The three objects of the museum were set forth in a constitution adopted at a meeting held April 28:

1. To serve as a place of assembly and preservation for relics, documents, pictures and other items and objects connected with the nautical history of Canada.
2. To enable officers and men of the RCN to become better acquainted with the maritime history of Canadian waters and thereby increase their pride and knowledge of their service and its traditions.
3. To provide the public with an institution by which the growth and historical interdependence of the sea, the Navy, the Merchant Marine and the security of Canada could be presented graphically and authentically.

The constitution provides for the museum to be directed by a nine-member Maritime Museum Board, four of the members to be officers and/or men elected by representatives from each ship and establishment in the Atlantic Command, another four to be nominated by the Maritime Museum Advisory Committee and the remaining member to be elected by the Naval Officers' Associations of Canada (Halifax Branch).

The Advisory Committee consists of persons who have been nominated by members of the Naval Service or by members of the existing advisory committee and who are approved by the Maritime Museum Board.



Measuring 10 feet long and weighing nearly a ton, a model of the Canadian National Steamships liner Lady Rodney recently was presented to the Maritime Museum in Halifax. Here the chairman of the museum, Commodore Hugh F. Pullen, Commodore of the RCN Barracks, Halifax, is seen accepting the model from T. G. Britten, local CN Steamships manager, who made the presentation on behalf of Captain R. A. Clarke, general manager, Montreal. (Canadian National Steamships Photo).

STOP — LOOK — LISTEN

Many In Navy Still Unaware Of Benevolent Fund's Benefits

ONCE again it is my privilege as President of the Canadian Naval Service Benevolent Trust Fund to wish all serving and former naval personnel and their dependents a very happy New Year.

We are all familiar with the sign, STOP — LOOK — LISTEN. Too familiar, perhaps, for unfortunately many motorists seem to pay little attention to it at level crossings. It is, however, a very sound slogan and there is no better time to take heed of it than at the commencement of the New Year.

Will you "STOP" and "LOOK" at a few things about "YOUR FUND"? During 1952, approximately 600 applicants were approved assistance to relieve their distress in the total sum of more than \$100,000 either in grants or loans. Every deserving case brought to our attention was helped and in several cases where husbands were away from home assistance was rendered before they were even fully aware that misfortune had visited their families.

In spite of this regular and continued assistance year after year, and though talks have been given on the Fund in various establishments and ships, and information has been circulated by articles in *The Crowsnest*, there still appears to be some lack of knowledge of the Fund's work. Quite recently the Welfare Committee of a ship reported it was unable to vote money to the Fund because it was not too clear on how that money would be used. It may be well, for the benefit of others, to quote extracts from the information sent this particular ship.

The Fund was established "To relieve distress and promote the well-being of members and former members of the Naval Forces of Canada and of their dependents."

This is accomplished mainly by means of outright grants or loans of money. Help from experienced persons capable of analyzing their problems is also given to those who may or may not have been assisted by grants or loans, in order to advise them for the future and help them to avoid possible further pitfalls.

In addition to those obtaining loans and grants, many applicants are enabled by expert advice to solve their problems out of their own

resources. Furthermore, the Fund, from its experience in dealing with applications for assistance, has often been the first to realize defects and inequalities in regulations which are causes of distress and so has been able to recommend to the Department possible changes to remove those defects and inequalities. The Fund, for example, had a part to play in the changes in regulations regarding transportation of dependents and the reduction in the age requirement for marriage allowance.

Every application for assistance is given most careful and sympathetic consideration by the various committees, whose members are experienced persons donating their time freely to this work.

The question of assisting by a grant or a loan depends upon the circumstances of the case. When it is decided that assistance is necessary and justified, a grant is made, unless the applicant is in a position to repay a loan without depriving the family concerned of normal necessities. Loans are free of interest and monthly repayment by allotment is arranged by mutual agreement of the Fund and the applicant, at a rate which will enable him or her to maintain a reasonable standard of living.

It must be pointed out that any assistance rendered is *to relieve distress* and not to enable any one to maintain a standard of living above normal or for the purchase of non-essentials. The Fund is not chartered as a business loan organization and its funds cannot be made available for investments in real estate, business ventures, etc. That is the business of loan organizations regularly chartered and supervised by the Government for that purpose.

The present invested capital of the Fund is approximately \$2,500,000, which came mostly from prize money, wartime canteens and wartime Auxiliary Services such as the Navy Show. The invested capital does not provide sufficient interest to meet the annual demands on the Fund, even now in what may be considered as a period of good employment.

Therefore, if the Fund is to be kept going for the continuing welfare of the members of the Navy and their dependents, considerable dona-

tions from those who are eligible for its benefits are essential. It is believed that this is not an unreasonable situation, as the majority of serving personnel of the Navy of today have joined since the War and have played a very small part in building up the present capital of the Fund.

May I say personally that after 42 years with the Canadian Navy, I feel I can speak from experience on the need for such a Fund. After five years as its President, I am more convinced than ever that the Fund meets the need of and serves Canadian naval personnel faithfully and well within the purpose for which it was established, and is an asset which cannot be valued too highly or too strongly supported. If I were not so convinced I would not continue to donate my full time to its work.

However, while some seem to lack information on the Fund, I am glad to report that donations from all sources increased from approximately \$10,000 in 1951 to approximately \$20,000 in 1952. This is a great improvement and most encouraging. We express our thanks to those ships and establishments who, through ships and various mess funds etc., are contributing to the Fund. We are especially grateful to the some 250 officers and men who are making regular donations by personal allotment. However, there were still some 14 ships and 12 divisions who had not made donations in 1952 up to the time this article was written, and it is to them and to those individuals not familiar with the workings of the Fund that this article is directed.

Again I wish every one all the best for 1953 and hope that, having "STOPPED" and "LOOKED" at the above, you will all "LISTEN" to your own conscience and fully support the Fund in 1953.

Yours sincerely,



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

GOOD THINGS COME IN BUNCHES

*So, At Least, Thinks CPO
Albert Hurtubise, of
HMCS Iroquois*

IT was mid-October and Chief Petty Officer Albert (Hurch) Hurtubise was having one of those days when everything seemed to be happening the right way. It was the last day of a long and extremely hard patrol, the hands were producing like clock-work, it was pay day and the weather was balmy.

In the afternoon, the votes were totted up and "Hurch" was Man of the Month. That evening, after the ship—HMCS Iroquois—had moored in Sasebo harbor, the "buffer" got a telegram from home: Mrs. Hurtubise had presented him with a bouncing baby girl, their first-born, to be named Marie Estelle.

It was just one of those days when a hard-bitten Chief Boatswain's Mate goes all soft and surveys the hands with fatherly affection. He might even be coaxed to spin a few yarns about his past. . .

CPO Albert Hurtubise was born in Ottawa 30 years ago. He went to school at LaSalle Academy and the Ottawa Technical School. He left the capital city in July 1941 as an Ordinary Seaman, RCNVR, to begin his naval career at the divisional headquarters in Montreal. From there he went to Stadacona for new entry training and an AA3 course.

After qualifying as an AA gunner, he joined HMCS Malpeque, a Bangor minesweeper serving on local escort duty, in March 1942. He switched twice in slightly over a year, serving in the Transcona and Swift Current, both Bangors, before he joined HMCS Swansea in June 1943 as one of her pre-commissioning crew.

In the Swansea, senior ship of the renowned EG 9, he saw the tide turn in the Battle of the Atlantic, from the dark days when the escort forces couldn't keep up with the U-Boats and the shipbuilders couldn't build ships fast enough to replace allied losses.

While "Hurch" was in the Swansea, he saw the group kill three submarines in the space of less than a year and, in July 1944, saw HMCS Matane ripped open by a German glider bomb launched from an attacking flight of Dornier 217s. The Swansea, Matane, Meon and Stormont were in company when the Dorniers dove

in and loosed their deadly packages. The Matane was hit on the port side at the engine room and the Meon took her in tow.

Good fortune, and good gunnery, protected the Swansea in this affair. A glider bomb from the pack straightened out and headed for the ship. A hail of gunfire from the frigate found its mark and the glider bomb crashed into the sea before it reached the frigate.



CHIEF PETTY OFFICER
ALBERT (HURCH) HURTUBISE

During one of the Swansea's U-boat kills, "Hurch" was mentioned in despatches for some fast moving which saved the lives of several of his shipmates. The Swansea and HMS Pelican caught a submarine and, after dogging it for several hours, forced it to the surface with depth charges. Some dead-eye gunnery from both ships sank it in short order and the Germans abandoned their craft.

"Hurch" went away in the Swansea's whaler to pick up survivors. They hauled in one officer who just wouldn't say "Uncle". As soon as the whaler crew flipped him into the boat, the wild-eyed Nazi whipped out a Mauser pistol. What happened next? The buffer doesn't make it sound very exciting.

"I just took the gun away from him," he says. For his coolness and quick action CPO Hurtubise was mentioned in despatches.

He stayed in the Swansea almost until the end of the war, meanwhile transferring to the RCN. In February 1945, he was drafted to stand by the Crescent, which was about to commission. However, an illness intervened and he never did join the ship!

In 1946 he joined the U-190, captured German U-boat operated by the Naval Research Establishment in Halifax. The submarine was engaged in relatively peaceful journeyings up and down Bedford Basin while being subjected to various tests.

Next came some carrier time when he joined the Warrior in Esquimalt in February 1947. He transferred to the Magnificent when she was taken over in place of the Warrior in March 1948. Later that year he returned to the Gunnery School for his second class AA course. During the course he made the northern cruise to Hudson Bay in the "Maggie" as part of the curriculum.

As his softest touch in the navy the "buffer" fondly recalls his three months as seamanship instructor at Sea Cadet Camp Ewing, in the summer of 1949. He says, "It was just like a summer holiday, with pay for doing the things you like best."

Another instructing job followed, this time no soft touch. He went to Cornwallis as an instructor in seamanship and, while there, was rated P1 in October 1949. Next came his AA1 course, after which he was kept on the Gunnery School staff as an instructor until July 1950.

He joined the weather ship St. Stephen for her trip around to the West Coast and shifted to the Crescent out there to bring her back to Halifax. In the Crescent he continued his instructing work. She was senior ship of the Atlantic Training Force, employed in providing sea training for cadets of the University Naval Training Divisions and the Services Colleges.

In the summer of 1951 Hurch took leave. It caused him to miss the season's third training cruise—but he had more important business. He

(Continued on Page 32)

ART CLUB BLOOMS ON BOARD 'MAGGIE'

by A. J. P.

*Sailors Find Painting
To Be Fascinating
Hobby*

SIX months ago the word "painting" had no more immediate significance to the officers and men of HMCS Magnificent than adding a new coat of grey, light blue or light green to the 18,000-ton carrier's huge hull or myriad compartments. But a sea-going art class, unique in Canadian art annals, has changed all that.

Twenty-five enthusiastic sailor-artists, calling themselves the Art Club of HMCS Magnificent, have made the ship's company as art conscious as the denizens of Paris' famed Montmartre district.

A few months earlier none of the sailors had ever wielded palette and paint brushes. Yet in October the club was boldly holding a one-week combined exhibition at a Halifax art gallery, featuring 48 oils of scenes completed in off-duty hours during the "Maggie's" four-month training cruise to Mediterranean and European waters.

The club was formed last spring by Lieut.-Cdr. C. Anthony Law, of Quebec City and Ottawa, First Lieutenant-Commander of the carrier, former official war artist and well known Canadian painter of landscapes and seascapes. He organized the club as a hobby group and his only re-



Though not a painter himself, the Magnificent's barber, CPO Joseph Poirier, of Quebec City, is a patron of the arts and on the bulkheads of his shop are hung the works of AB Gaston Boulanger, of Montreal. In the chair is CPO Carlos Ripley, of Parrsboro, N.S. (MAG-4323).

quirement for entry was: "Anybody who is interested is welcome".

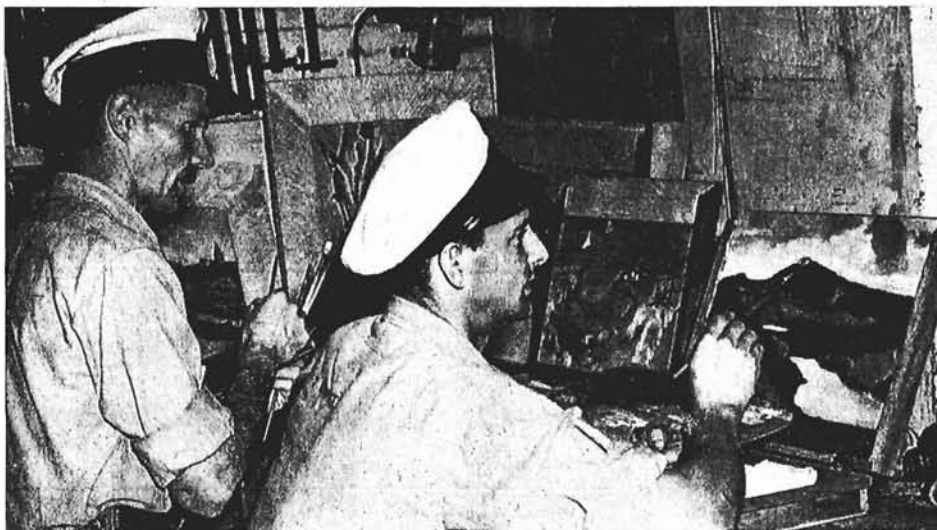
"We began with about 50 in the class," he says, "but gradually about half of these dropped out until we had our present group."

Most of the work was done when the ship hit port during the cruise. In such varied locales as Greece, Malta, North Africa, England and Scotland, Lieut.-Cdr. Law and his club literally painted the town—and the countryside. They hired buses or taxis, drove until they found a

good painting spot, then set up their easels and went to work. Teacher Law took along his own painting outfit but spent most of his time moving from one student to another offering suggestions and helping them with their paintings.

The artists did as much on-the-scene work as possible but in most cases they put the final touches to their canvases on board during off-watch hours at sea. By the third month of the Magnificent's four month cruise, the ship, according to one seaman, "began to look like 57th Street in New York." There were no less than ten private art galleries.

In the radio room, CPO George Green, of Halifax and Victoria, had five canvases on display. The ship's barber, CPO Joseph Poirier, of Quebec City, reserved one bulkhead of his shop for the paintings of protege AB Gaston Boulanger, of Montreal. The shipwright shop, which has two artists, CPOs Joseph Doucette, of Belliveau, N.S., and Lester Bell, of Toronto, proudly exhibited the works of the two carpenter painters. One section of the officers' quarters was known as Greenwich Alley, five of the eight officers living in that area being members of Law's club. Their paintings were hung prominently in the cabins, with doors ajar so passersby could enjoy the view.



The Magnificent's shipwright shop serves as studio for two "chippy chaps," CPO Lester Bell, of Toronto, left, and CPO Joseph Doucette, of Belliveau, N.S. (MAG-4322).



"On location" in Malta are two members of the Magnificent's art club, Lieut.-Cdr. Law, extreme right, and Lieut.-Cdr. Victor Wilgress, second from right. With them are two Malta artists who joined the Magnificent's group for the sketching session. (Photo courtesy of Lieut.-Cdr. Wilgress)

At sea, when time permitted, the club held sessions in one of the classrooms and received instructions from "The Master", as his students call him, on all phases of painting from mixing colors to brightening up the frames with a plaster of paris concoction. On other occasions, Lieut.-Cdr. Law dug up some short subject films on art and showed these to his class.

However, he has made no effort to influence the style of his painters. "I've tried to let them develop their own and they've come along amazingly well. Right now we have some who

lean towards the impressionists, the surrealists, the romanticists, and a few are trying non-objectives for a change."

It will be no surprise if art clubs start springing up in other ships of the fleet. Already some members of the "Maggie" group have shifted sea-going homes and, as CPO George Green, of Halifax and Victoria, one of the departing members, told Lieut.-Cdr. Law, "I'm going to keep the brushes busy and try to interest others in my next ship."

Book Review

A PERISCOPE VIEW OF THE WAR

ONE OF OUR SUBMARINES, by COMMANDER EDWARD YOUNG, DSO, DSC, RNV(S)R: This is not what might be termed a "gripping" book; nor does it contain several of the ingredients usually considered necessary to win popular fancy. Yet it is one of the best personal accounts of war experiences that up to now has been written.

In August 1940, in what was then regarded as a revolutionary change in policy, the author became the first RNVR officer to enter the submarine service of the Royal Navy. He started as a rank "amateur" and wound up, five years later, a seasoned "professional".

The book begins with his decision alarming even to himself, to apply for submarine service. It concludes with the return to England from the Far East of HM Submarine Storm, quietly proud of the record achieved under the command of that once "green" "VR" officer. In between it tells of his apprenticeship, his gradual acquisition of knowledge and confidence, his rise from Fourth Officer to command — and his experiences in submarines that ranged from the ice-fringed Barents Sea to the coral islands of the western Pacific.

There are some exciting episodes,

particularly those in which Commander Young describes his escape from a sunken submarine and tells of attacks on Japanese shipping and surface actions with enemy escorts. They by no means comprise the "meat" of the book, however. Less stirring, but just as interesting, are the chapters devoted to more prosaic matters — training courses, standing by new construction boats, trials and work-ups, and routine life in a submarine.

It is not so much his wealth of subject material as the manner in which Commander Young has dealt with it that makes this an exceptional book. He writes simply, honestly and, where the occasion warrants, with humor. And while he does not hesitate to point a finger at his own mistakes and inadequacies, there is not a hint of criticism either of his superiors or of those under him. One gathers that so far as he was concerned, they were "the best." (For the one man in his submarine crew who does not measure up he has nothing but sympathy.)

In these days when so many authors capitalize on the frailties of men, it is refreshing indeed to find one who thinks more kindly of his fellows.

On putting it down, regretfully, one's immediate reaction not only was to say, "That was a good book," but, "There is a man one would like to have for a Captain."

Canadians will be interested to find frequent reference in the book to a Canadian whose career in submarines closely paralleled that of the author. He is Lieut.-Cdr. Fred C. Sherwood, DSC and Bar, who was then RCNVR and is now on the retired list of the RCN(R) and living in Rockcliffe Park, Ottawa. — R.C.H.

(Published by CLARKE, IRWIN CO. LIMITED, 103 St. Clair Ave. W. Toronto 5. Price: \$4.25)

March Composed In Commodore's Honor

Commodore Hugh F. Pullen, commanding officer of HMCS Stadacona, was honored at a Christmas concert staged by the Stadacona band when a military march was dedicated to him and played in public for the first time. The march was composed and arranged by Petty Officer Vlaho Miloslavitch, a former Yugoslav underground worker who is now a member of the naval band.

PO Miloslavitch conducted the 32-piece band himself and later presented the original score of the march to the Commodore. It is called the Commodore Pullen March.

Among those attending the concert were His Honor Alistair Fraser, Lieutenant Governor of Nova Scotia, and Premier Angus L. Macdonald of Nova Scotia.



OFFICERS *and* MEN



Crusader's TAS Party Works Long Hours

ON BOARD HMCS CRUSADER —After the ship returned from her train-busting run up the east coast of Korea, the Crusader's TAS department took the strain during a rush docking to make repairs to the asdic dome.

From the leave point of view it was a happy chance that no docks were available in Sasebo, the regular base, or Kure, the maintenance port. This meant Yokosuka and the chance for a day or two in Japan's fascinating capital. Most of the ship's officers and men made the one-and-a-half hour train ride up to Tokyo for some shopping and sightseeing. But not the TAS men.

Under Commissioned TAS Officer Richard Dorkin, of Galt, Ont., they

worked strictly non-union hours to get their ship back to sea. The ship had to undock within two days to make way for another one and the staff had no clear idea of the extent of the damage, which was outside the ship's bottom. It was a hard race.

The Crusader was docked by noon on a Saturday and the work started at once. Mr. Dorkin and his two senior men, CPOs Charles Buckley and John Blinkinsopp, both of Victoria, appraised the damage and the whole TAS department got to work. It was a long day and they didn't knock off until 0200 Sunday. Nor was Sunday a day of rest. The TAS men turned to again at 0800 and worked a gruelling 20½-hour day to finish the job. They turned in at 0430 Monday, got a few hours' sleep, and then were on the job

again as the ship began to undock at 0900.

The ship's commanding officer, Lieut.-Cdr. John Bovey of Montreal, gave them a hearty vote of thanks as the Crusader made ready to put to sea again.

Besides those mentioned, other members of the branch were Leading Seamen Paul Bernard of Prince Albert, Sask., Richard Grant of Halifax, Laverne Luther of Port Arthur and Anthony Sutton of Marshall, Sask.; Able Seamen Allan Badenoch of Vancouver, Giles Bryant of Alberta Beach, Alta., Robert Elvidge of Ladner, B.C., Stanley Fraser of Edmonton, Charles Gowan of Elfros, Sask., W. Greenfield of Nokomis, Sask.; H. Kruga of Wellington, B.C., James Nelson of Prince Albert, Sask., Hughes Norrington of Calgary and William Willows of Victoria.



Class leaders of Crusader Division receive the trophy and cake awarded to the new entry division having the cleanest block in Cornwallis over a one-month period. Left to right are Ordinary Seamen William Elliot, Ronald Laye and Walter Liston, Commander T. C. Pullen, executive officer of Cornwallis, and Captain James Plomer, commanding officer, who made the presentation. Crusader division was composed entirely of Ordinary Seaman Apprentices. (DB-2129).

Canadian Naval Pilot Flying War Missions

Lieut. Joseph J. M. MacBrien, RCN, of Toronto, an exchange pilot serving on board the USS Oriskany (improved Essex class carrier), is the first Canadian naval aviator to fly combat missions against the Communists in Korea.

MacBrien flew his Panther jet in combat for the first time in November after spending the previous six months in training assignments.

Air intelligence reports said his division was responsible for destroying one Communist supply truck by strafing and damaging six buildings.

He is a member of 781 Squadron, known as the "Pacemakers".

Three Gunnery Courses Concluded at GTC

Twenty-three men recently completed second class courses at the Gunnery Training Centre, HMCS Naden.

Qualifying as gunlayers were Leading Seamen Everett MacLeod, Leonard Dixon, Arthur Rostek, James Beech, Lloyd Cormack and Ross

Crispin and Able Seamen Raymond Carlyon, John W. Grant and Walter Metz.

Taking a radar control course were Leading Seamen Ronald S. Manzer, Joseph M. O'Brien, Grant R. McKinstry, Richard W. Guffin, John E. Bryan, Malcolm M. Longmuir and Gerald R. Murray and AB Colin E. Ireland.

Those completing an AA2 course were Ldg. Sea. John W. Blair and ABs David Blackstock, Lloyd Norgaard, Walter Brown, Douglas Shepherd and James Bridgeman.

Canadian Naval Chief Visits Washington, Norfolk

Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, visited Admiral W. M. Fechteler, Chief of Naval Operations of the United States Navy, in Washington and Admiral Lynde D. McCormick, Supreme Allied Commander Atlantic, at Norfolk, Virginia, during the last week of November.

At Washington Admiral Mainguy called on Canadian Ambassador Hume Wrong and Air Vice-Marshal H. L. Campbell, Chairman of the Canadian Joint Staff in Washington, then visited Admiral Fechteler and other senior United States Navy officers at the Pentagon.

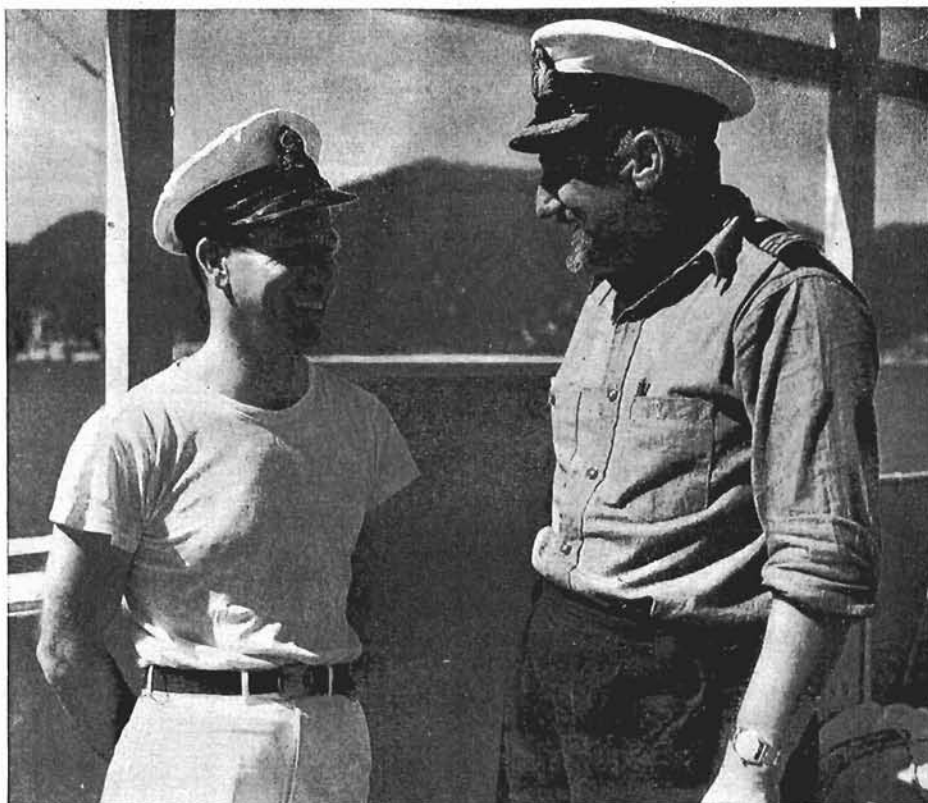
The following day he went to Norfolk to pay his first call on the Supreme Allied Commander Atlantic and to meet officers of Admiral McCormick's staff.

Four Stoker Classes Finish Naden Courses

Four Stoker Mechanic technical courses recently completed in the Mechanical Training Establishment at HMCS Naden. Members of Class 153 were AB John J. Jeffrey and Ordinary Seamen James C. Garrett, Frank N. Merkle, George R. Amyotte, John E. Houle, Kenneth H. Stauber, Bryan C. Savage, Martin C. Fraser, and Arthur W. Bremner.

Members of Class 155 were Able Seamen Edward James Cross and Murray H. Allan and Ordinary Seamen Frederick A. Burke, Lionel J. Badiou, Douglas E. Gotby, Raymond D. Read, Donald L. Rose, William R. Senior, William J. E. Ager, Thomas F. Foster, Bernard R. Farrell, Joseph J. B. C. LaRose, George F. Walls, Glenn H. MacDonald, and William Bruce.

Enrolled in Class 156 were Ordinary Seamen Thomas Zurawell, Donald W. Umbach, Courtney A. Lock, Keith C. L. Thomas, Frank S. Boriska, Jack Ferguson, Walter A. Atkinson,



CPO Gordon Dark, of Victoria, senior cook on board HMCS Crusader, found it was a small world when, in the Korean war theatre, he encountered a cousin he had never met before. The cousin is Captain Frank Holt, of Westgate-on-Sea, Kent, and commanding officer of the fleet tanker, RFA Wave Sovereign. (CU-204).

John L. Barr, Donald R. Hardy, Donald W. Menzies, John D. McCue, David R. Stranger, P. Jean Robert J. Goulet, Ronnie J. Chambers and James J. Poidevin.

In Class 157 were AB James Hidson, and Ordinary Seamen T. Alf Moller, Donald A. C. Bjornpahl, John E. Myers, Ronald L. Lampman, George F. Musto, Ronald C. Roth, Robert C. Purdy, James J. Power, Walter H. Brouse and Darryl C. Francis.

Veteran CPO Presented With Service Award

CPO James E. Evans, a veteran of 23 years' service in the RCN, was presented with the Canadian Forces Decoration November 6 by Commander W. Graham Allen, commanding officer of HMCS Scotian. CPO Evans has been on the permanent staff of the Halifax division since 1949.

CPO Evans entered the RCN in July, 1929, at Stadacona, and served in HMC Ships Festubert, Champlain, Saguenay, St. Laurent, Restigouche, Assiniboine and Nootka. He also had time in several Royal Navy ships, among them the Arrow, Iron Duke, Skate and Warspite.

He survived the sinking of the first HMCS Athabaskan and was a

prisoner of war until the end of hostilities. While serving in the Athabaskan he was awarded the Distinguished Service Medal.

Torpedo Detectors Graduate from School

Eleven men qualified recently as torpedo detectors second class in a course held at the Torpedo Anti-Submarine School in HMCS Stadacona. Graduates of the course were Leading Seamen D. R. Marshall, C. D. Samways, G. W. Preston, G. Steip, Lionel Williams and P. G. Rose, and Able Seamen William Munroe, William Duffy, James Simpson, Roy Marriott and Francis McDonald.

Eighteenth Officers' Div. Course Concludes Training

The eighteenth Officers' Division Course completed at HMCS Cornwallis on November 1. In the class were Commissioned Constructor Officer Norman Frank Hellyer, Lieut. (SB) Joseph Swiniarski, Lieut.-Cdr. (E) Howard D. Minogue, Chaplain (P) Harold A. Seegmiller, Constructor Lieut. Henry J. Edmonston, Lieut. Leslie R. Savage, Lieut. Stefan Jachimowicz, Lieut. Leslie G. Pun-



An outstanding social event on the West Coast was the annual Chief Petty Officers' Ball held in the Empress Ballroom in Victoria. Music for dancing was provided by Dal Richards' orchestra from the Hotel Vancouver. Pictured above, left to right, at the affair are CPO Peter Loveric and Mrs. Loveric, Commander G. H. Davidson, Executive Officer of HMCS Naden, and Mrs. Davidson, and CPO Thomas Booth, President of the Chief Petty Officers' Mess, and Mrs. Booth. (E-20998).

chard and Commissioned Electrical Officer Alexander M. Jenkins.

The class commenced on September 22, 1952. Lieut.-Cdr. J. L. Panabaker was the course officer.

Two Communications Classes Finish Training

Communications Radio Class 51 and Communications Visual Class 52 recently completed their courses at the Communications School, HMCS Cornwallis. Members of CR 51 were Able Seamen James D. Holmes, Joseph R. J. Brodeur, Malcolm T. Logan, Robert J. L. Latulippe, Halden E. Budgell and Gordon L. Blackhall.

Members of CV 52 were Able Seamen James E. Simpson, Gerald W. Avis, Terrance L. Sullivan, James A. G. Laidlaw, Ross S. Fielding, Jack C. Rochon, John W. Cederlund, William John Hancock, Bruce G. Laidlaw, Colin E. Wilson and Brian D. Takoff.

Take Qualifying Course For QM Instructor

A Quartermaster Instructor's qualifying course recently completed at HMCS Naden. Members of the class were CPOs Walter Henry Dallin, Max Leopold Bernays, William Taylor Wilson, Maxwell Clark Guthrie, Robert Campbell Miller, Robert Anderson Crighton and James Victor Dovey and PO Charles Lewis.

Division Commanding Officers Hold Annual Conference

The annual conference of commanding officers of the 21 naval divisions across Canada was held at Naval Headquarters November 24 to 29 under the chairmanship of Captain

A. G. Boulton, Director of Naval Reserves.

The opening address was given by Defence Minister Brooke Claxton and he was followed by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, and Rear-Admiral J. C. Hibbard, Chief of Naval Personnel.

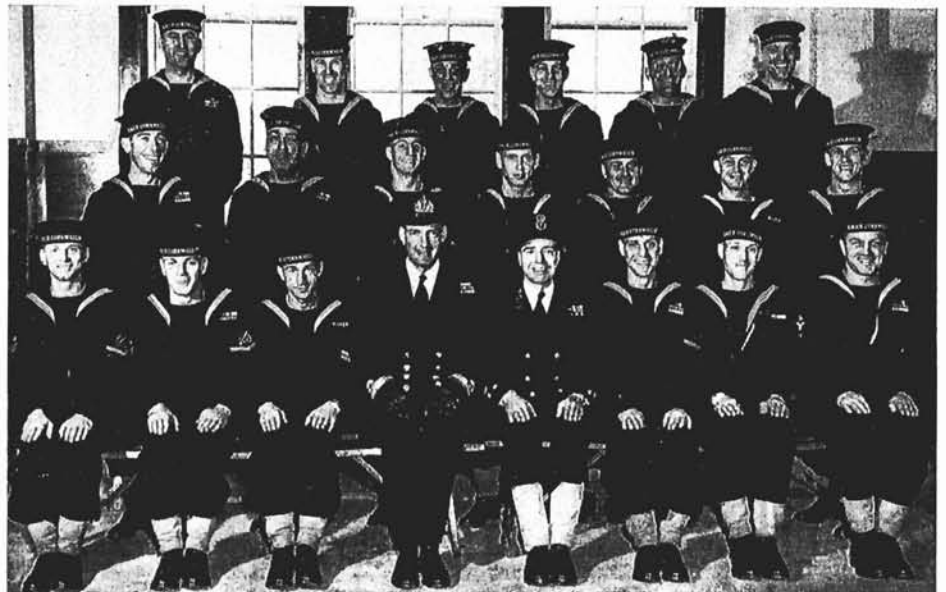
A wide range of subjects, most of them suggested as topics of discussion by the divisions, were dealt with at the conference. They ranged through administration, training, recruiting and supply to such details as the handling of personal documents and stocktaking.

Competition Keeps Communicators on Toes

Communicators in the message centre of HMCS Shearwater are cutting down their mistakes and making the odd buck out of the deal, too.

The five visual signalmen on watch-keeping duties there fine each other for work errors. The man with the least mistakes against his name gets the pot, which is doubled by the station communications officer, Lieut. John P. Howe, of Port Alberni, B.C., from his own pocket.

Ldg. Sea. Thomas Denault, of Fort Coulonge, Que., won October's pot. He had only eight minor mistakes for the month. His reward was \$2.50. Others in the efficiency competition are Ldg. Sea. James R. Horncastle and AB Fred Fraser of Fredericton,



Pictured above are members of the 36th leadership course for chief and petty officers to be held at HMCS Cornwallis. Front row, left to right: POs Hugh L. Phillips, John W. Kelly and Joseph F. Theriault; Lieut. (S) Colin White, course officer; CPO Edward A. Rigby, instructor, and POs Wilfred E. Still, Burness Shumaker and Romeo Desjardins. Centre row: POs George H. Worrall, Alfred Young, Terrance P. Gollinger, Kenneth McCoy Hurl, Donald H. Cameron, Edward J. Bryson and Allen J. Darwin. Rear row: POs Laurence K. Lynch, Robert A. Flack, Joseph L. Leblanc, Bruce T. Tobin, Fred D. Covey and Fred T. Treleven. (DB-2060).

N.B.; AB Fred McHendry of Metcalfe, Ont., and AB Charles Dube, St. Romuald, Que.

A scale of fines has been laid down by Petty Officer Robert E. Meadows, of Toronto and Dartmouth, the Yeoman of the Centre and instigator of the plan. He and Lieut. Howe are judges.

The watchkeepers are fined a cent for typing errors not requiring an originator's correction, a cent for spelling errors, two cents for either if an originator's correction is necessary and two cents if the correction has to be sent by service message outside the base. It costs four cents to make a mistake when receiving a message, and crypto errors by an operator cost a nickel. The judges can assess up to a nickel fine for other mistakes not listed.

A terse footnote at the bottom of the rules says: "Any mistake which is considered to merit more points than five demerits will be dealt with by the Station Communications Officer." But no one has been on the mat as yet.

PO Meadows estimates the crime competition cut down mistakes by 60 per cent in the first eight weeks it was in operation. After ten days the pot totalled 70 cents, but it got hardly half a dollar in the next five weeks. In the first 20 days of November, there was 49 cents, representing 40 errors in 2,000 messages handled.

The scheme has worked so well that the centre's staff is thinking of increasing the fines, so little money has found its way into the pot lately.

Training Course Held For Engineer's Writers

Engineer Officers' Writer Course No. 6 graduated recently at the Mechanical Training Establishment, Esquimalt. Members of the class were Leading Seamen Frank Beaudry, Robert A. Lyon, George R. Summerfield and Laird W. Noble, and Able Seamen Kenneth P. Sheedy, John A. Coray, Frank R. D. Howell, John W. Sigalet and Kenneth W. Loucks.

Shipmates Pay Tribute To Late CPO John Davis

Funeral services with full naval honors were held at Calgary, November 25, for Chief Petty Officer John G. W. Davis, 41, Gunnery Instructor and Recruiting Petty Officer at HMCS Tecumseh, who died in hospital in Edmonton, November 18, after a brief illness.

CPO Davis had been a member of the RCN since 1929. Prior to the war he served in HMC Ships Vancouver,

Champlain, Saguenay and Ottawa and his wartime service included sea duty in the Saguenay, Assiniboine and Prince Henry. He subsequently served ashore on both coasts and at sea in the Ontario.

CPO Davis joined the staff of Tecumseh in 1949. In addition to his regular duties, he took a prominent part in sports and in the activities of the Chief and Petty Officers' Mess.

The funeral service was conducted by Rev. W. J. Collett, Protestant chaplain of Tecumseh. The funeral and firing parties were composed of men from Tecumseh and messmates of CPO Davis served as pallbearers. Bugler and drummer were furnished by the PPCLI and representatives of the Army and RCAF Sergeants' Messes, were in attendance.

Air Units Given Designating Letters

The Royal Canadian Navy has revised letters and numbers designating its air units as a further step in the standardization of practices in the navies of the United States, Great Britain and Canada.

The new Basic Mission Designators have been promulgated as follows:

The Aircraft Project team	—VX-10
Helicopter Flight	—VH-21
743 Squadron	—VU-32
870 Squadron	—VF-870
871 Squadron	—VF-871
880 Squadron	—VS-880
881 Squadron	—VS-881

VH applies to helicopters, VU to utility, VX to experimental, VC to first line composite squadrons, VF to fighter squadrons and VS to anti-submarine squadrons.

FIRST BANGOR FINISHES REFIT

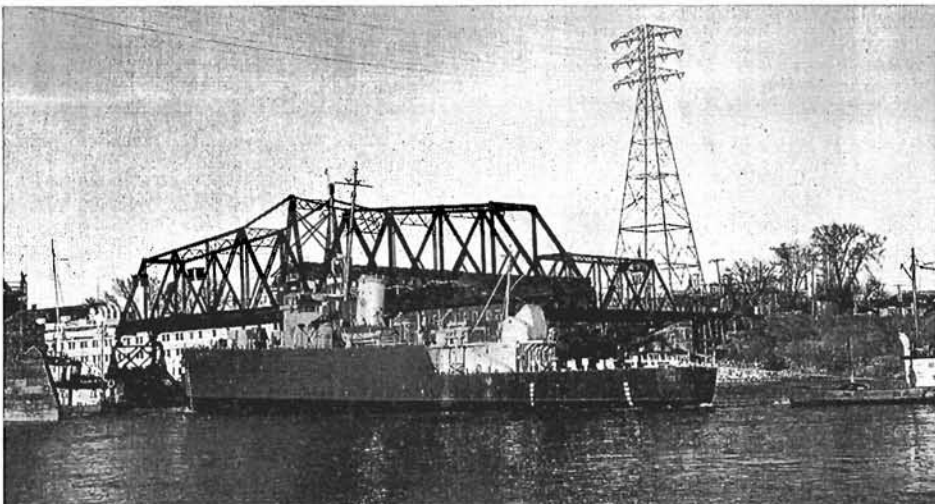
HMCS Sarnia, the first to be completed of 20 Bangor minesweepers being refitted and reconditioned for the RCN, left the Sorel, Que., shipyards of Marine Industries Ltd. in November, to be towed to the Reserve Fleet Base at Sydney, N.S. There the Sarnia will undergo dehumidification and will be held in readiness for future use.

The process which the ships will undergo at Sydney is a post-war development and is the most efficient and inexpensive method yet devised for preserving ships in a state of preparedness. By this means all equipment and machinery which would suffer from the effects of weather are removed from the upper deck and stowed below where humidifying machinery will reduce the humidity to the point where no

corrosion is possible. In this manner all vital and essential machinery is preserved so that the ships can be put back into service, if an emergency arises, in as short a time as possible.

The Sarnia's keel was laid in September 1941 in Toronto Shipyards and she was commissioned in the fall of the following year. She was on escort duty out of Halifax and Newfoundland until 1944 when she turned to minesweeping with success. In April 1945 she picked up some of the survivors of HMCS Esquimalt which was torpedoed off the approaches to Halifax harbor.

In 1946 the Sarnia was paid off and turned over to War Assets Corporation. Late last year tenders were called for the refitting of the Sarnia, with Marine Industries Ltd. being awarded the contract for the job.



HMCS Sarnia, first Bangor minesweeper to be refitted and modified, starts her journey under tow from Sorel, Quebec, to Sydney, N.S.

LOWER DECK PROMOTIONS

Following is a further list of promotions 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.

ADAM, James B. P2FM2
 AIRD, George A. LSTDS
 ALLAN, Edward R. LSCR1
 AMOS, William L. P1CS3
 APPELYARD, Raymond P. P1RP1
 ARNOLD, Harry E. LSAO1

BAILEY, Donald. P1AR2
 BAKER, Roderick O. LSCS2
 BARTRAM, Ronald E. LSCR1
 BECKINSALE, William F. LSCS2
 BEECH, James V. LSLRS
 BIRNIE, George D. LSAO1
 BJORNDAHL, Kenneth R. LSCR1
 BLACKWELL, George E. C2PC3
 BOUCHARD, Albert E. C2CR3
 BRIDGEMAN, James E. LSAAS
 BUCKINGHAM, George F. C2CV3
 BURNELL, Paul J. C2AO3
 BURTON, Gerald T. P1CS3
 BUSSEY, George E. C1AO3
 BUTCHER, Ronald W. LSAO1

CALDWELL, Robert H. LSAO1
 CAMERON, Donald A. P1CS3
 CAMPBELL, Gordon E. LSCR1
 CAMPBELL, Roger A. LSAO1
 CANDO, Joseph R. LSOM1
 CARTER, Harry. C1AO3
 CAVAN, Leonard J. LSCV1
 CAVANAGH, Robert G. LSAO1
 CLODE, Norman R. LSAF1
 COLLENS, Dawn S. C2AT4
 COOPER, Gordon O. P2CS3
 COOPER, Herbert W. C2CR3
 CORMIER, Francis E. LSCS2
 CORNISH, Robert K. LSAO1
 COSTELLO, William F. LSAF1
 CRAFT, Peter N. P2CR2
 CRAWFORD, Robert E. LSAO1
 CROWTHER, John H. P1AN2
 CUMMINGS, George A. C1AT4
 CUMMINGS, William G. P2CS3

DALTON, Edward V. LSTDS
 DAVEY, George W. P1AC2
 DAVIS, Douglas R. P1PC3
 DAY, Kenneth A. P1AC2
 DEAKIN, John W. LSCR1
 DUBE, Claude J. LSCV1
 DUTFIELD, William E. LSOM1
 DYCK, Henry W. LSCR1

ENGLISH, Kenneth T. LSAF1
 FERGUSON, Robert G. LSAO1
 FORTSER, Gerald G. LSTDS
 FORSYTH, Lenley B. LSAF1
 FOSTER, Gordon D. LSAF1
 FRASER, Fred. LSCV1

GAGNE, Clermont J. LSCR1
 GAGNON, Morris J. LSAW2
 GALLAGHER, Kenneth D. LSCS2
 GARSIDE, Robert A. LSSE1
 GARVIN, Wesley R. LSCR1
 GASPER, Anton T. C2AT4
 GLOVER, James W. LSLR1
 GRATTO, William A. LSAF1
 GRAY, Thomas. P2AF2
 GRIFFIN, William G. LSCV1

HAINES, Harold J. P2CR2
 HART, William T. P1ER4
 HAWKES, Vincent N. LSCS2
 HEYS, Alexander R. C2CV3

HUFF, Warren B. P2CR2
 HUGHES, William A. C1CV3
 HULAN, George G. LSAO1

INSTANCE, James C. P1FM2
 ISCOE, Samuel. C2CV3

JACQUES, Harold W. C1CR3
 JEWELL, John W. LSCR1

KELLY, Joseph C. LSCR1
 KINGSLAND, William A. LSCV1
 KRAL, John M. LSAO1
 KRUGER, Michael. P2CR2
 KUHN, Frederick H. LSAO1
 KUKUCHA, Rudolph J. LSCR1

LARKIN, Thomas P. LSCV1
 LAWRENCE, James O. C2CR3
 LAZARUK, Alexander. LSCR1
 LEGARD, Herbert A. LSOM1
 LEPPARD, Edward. P2CR2
 LIGHT, Charles E. C1CV3
 LANAR, Gordon K. LSCV1
 LOVE, Morley K. P2CS3

MacKINNON, Leo R. LSAF1
 MacMARTIN, Duncan R. C2RP2

McBURNAY, Richard C. P2CS3
 McDONALD, Walter N. LSTDS
 McDONNELL, James W. LSCV1
 McKAY, Graham. P1CR2
 McKENDRY, Frederick G. LSCV1
 MADDOCK, Ronald S. LSAF1
 MAGUIRE, Harold L. LSCS2
 MARSDEN, Jack. LSAO1
 MARSHALL, Ernest V. LSOM1
 MATTHEWS, Russell T. LSCR1
 MAXWELL, Allen L. LSAF1
 MAXWELL, Patrick J. LSCR1
 MAY, Theodore H. LSCS2
 MEAD, Kenneth E. P1PC3
 MERCURE, Robert J. LSCR1
 MERGAERT, Gilbert E. P2AL2
 MILLS, Harvey M. P1OM2
 MONTGOMERY, William J. P1AO2
 MOORE, James R. LSCR1
 MORAN, Walter C. LSCV1
 MULHOLLAND, Percy G. LSTDS
 MUNRO, John D. LSAAS
 MURTHA, Bazil A. LSCV1
 MUZZERALL, Cecil R. P1AC2

NEWALL, Alastair. P1AO2
 NICKERSON, Granville B. C2CR3
 NORMAN, Jack S. LSAO1

O'RILEY, John K. LSCR1
 OSGOOD, Arthur H. P2AR2

PARENT, Rene A. P2CR2
 PARLEE, Gordon V. P2AF2
 PARSON, Gordon J. P2CR2
 PATERSON, Gerald T. LSCS2
 PAUL, Douglas C. P1AF2
 PETTY, Harold. P2SE
 PIERSON, Dennis J. LSCV1
 POISSON, Maurice L. P2AC2
 POTTER, Robert V. LSAF1

RANDS, Howard A. P2CR2
 RATCLIFFE, Edward W. C1AC3
 REED, William A. P2CS3
 REID, Wesley J. P1AO2
 REITSMA, Gerard. LSCR1
 RIOUX, Roger J. LSSE1

SABEAN, Charles R. C2CS3
 SARAFINCHAN, Mike S. LSAO1
 SARGENT, Ernest C. C2CR3
 SAUNDERS, James L. LSCV1
 SHEPHERD, Robert W. P2SE
 SMITH, Clifford. LSCS2
 SMITH, Ronald L. LSAF1
 SOKOLOSKI, William. LSCR1
 SOUTHERN, George H. C2QM2
 STEEP, Robert J. P1AC2
 SULLY, Harry J. LSOM1
 SUTHERLAND, George. LSCR1

TAYLOR, Lloyd W. C1AC3
 TELEMKO, James D. C2AR3
 TESSIER, Yvon A. LSCV1
 THOMPSON, Bruce A. LSCS2
 TRUDEL, Paul R. P2CS3
 TUCKNOTT, Ronald A. C2CV3
 TYLER, Frank M. LSCR1

VANDEWATER, Vernon R. P1AR2
 VEINPEL, Anthony. LSCV1
 VINCENT, Edward D. LSCR1

WALFORD, Howard J. LSCS2
 WALKER, Cyril H. P1CS3
 WEDDELL, John C. LSAO1
 WESSEL, Anthony J. LSAF1
 WEST, Frederick I. LSCS2
 WESTELL, John R. P2CS3
 WHITTAKER, William S. P1AO2
 WOOD, James W. P2CS3
 WRIGHT, Kenneth V. LSTDS

YORGA, Willard. P2CS3

Weddings

Petty Officer J. P. L. Boule, HMCS D'Iberville, to Miss Simonne Boucher of Quebec City.

Leading Seaman P. Favron, HMCS D'Iberville, to Miss Irene Cormier of Moncton, N.B.

Petty Officer Samuel A. Jennings, HMCS New Liskeard, to Miss Vera C. Richards of Glace Bay.

Able Seaman M. J. Lalonde, HMCS D'Iberville, to Miss Georgette Laurin of Montreal, P.Q.

Sub-Lieutenant Edwin G. Lee, HMCS Hunter, to Petty Officer Wren Grace Vanstone of HMCS Hunter.

Able Seaman J. G. Royer, HMCS Montcalm, to Miss Denise Blondeau of Quebec City.

Births

To Lieutenant (S) J. E. Drummond, Naval Headquarters, and Mrs. Drummond, twin sons.

To Instructor Lieutenant Lawrence Farrington, HMCS Cornwallis, and Mrs. Farrington, a son.

To Able Seaman Dewart Fry, HMCS Haida, and Mrs. Fry, a daughter.

To Petty Officer J. J. L. Grimard, HMCS D'Iberville, and Mrs. Grimard, a daughter.

To Leading Seaman F. J. Hindle, HMCS Iroquois, and Mrs. Hindle, a daughter.

To Chief Petty Officer Albert Hurtubise, HMCS Iroquois, and Mrs. Hurtubise, a daughter.

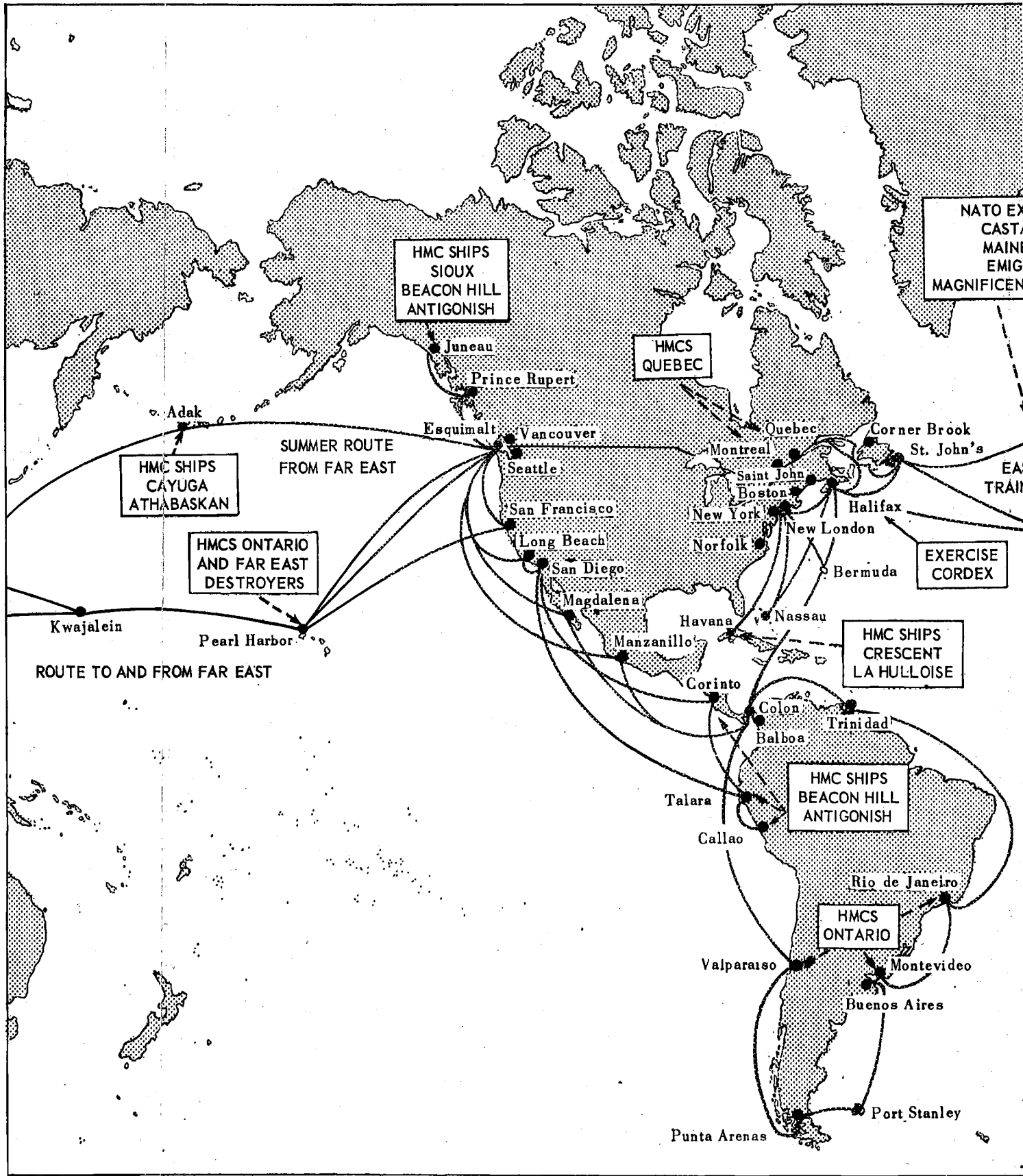
To Lieutenant Richard Ratcliffe, HMCS Niobe, and Mrs. Ratcliffe, a daughter.

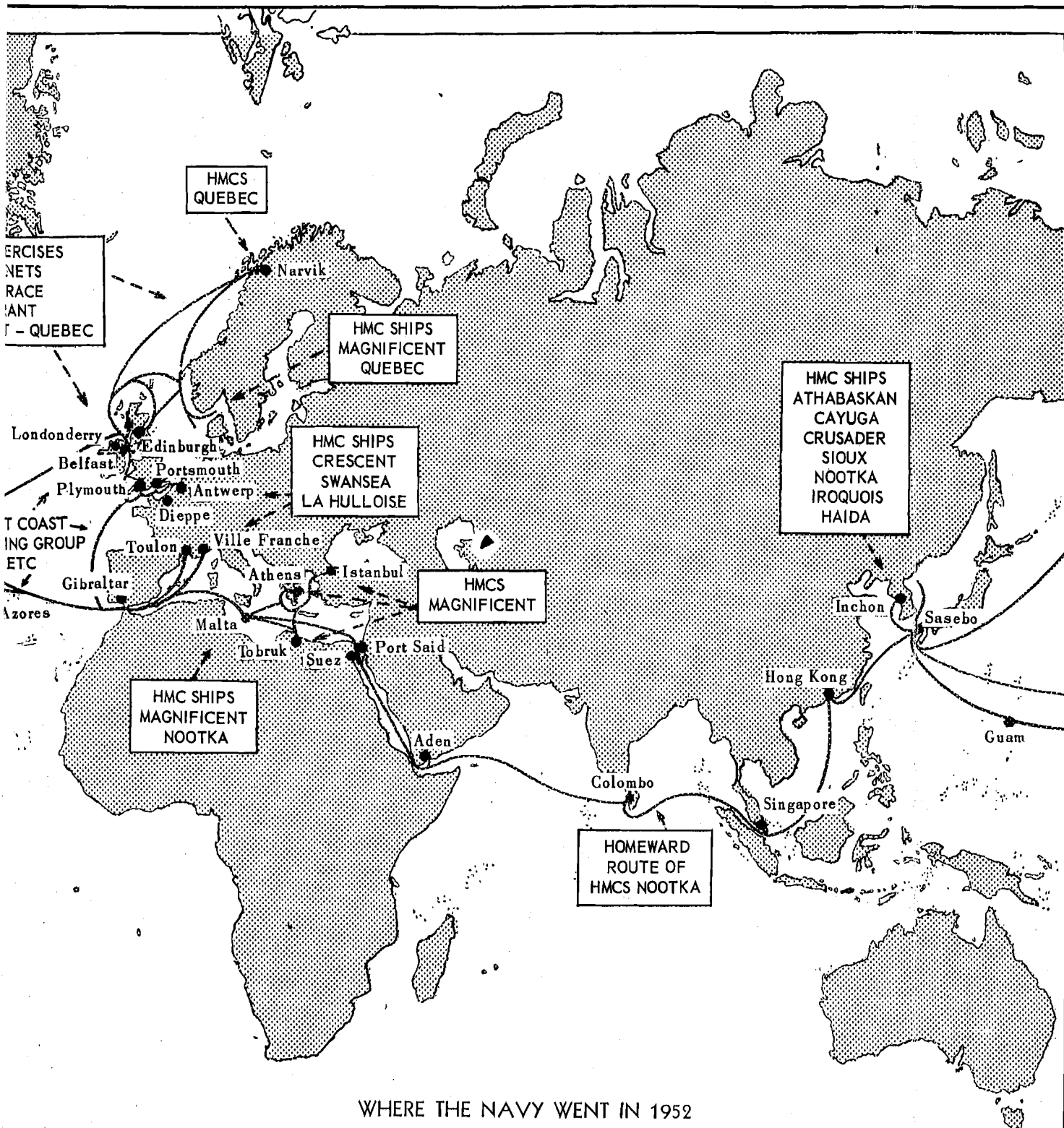
To Petty Officer J. J. L. Robillard, HMCS D'Iberville, and Mrs. Robillard, a daughter.

To Leading Seaman K. B. Ross, HMCS New Liskeard, and Mrs. Ross, a son.

To Lieutenant D. G. Wales, HMCS Iroquois, and Mrs. Wales, a daughter.

To Leading Seaman R. H. Whetmore, Gloucester Naval Radio Station, and Mrs. Whetmore, a daughter.





WHERE THE NAVY WENT IN 1952

Warships of the Royal Canadian Navy crossed and recrossed the Atlantic and Pacific oceans in 1952 more times than can be easily shown on a map. HMCS Ontario sailed around South America; HMCS Nootka completed the circuit of the globe. This map — not complete by any means — is intended to give a general picture of where RCN ships went in one year of service.

'ANGLED' DECK MAKES CARRIERS 'LONGER'

Simple Arrangement Stretches
Landing Area, Eliminates
Conventional Barrier

WITH the object of increasing the fighting power of the aircraft carrier, a new flight deck arrangement has been devised by the Royal Navy and the British Ministry of Supply. The idea is being developed simultaneously both in the United States and the United Kingdom.

Known as the "Angled Deck" in the Royal Navy and the "Canted Deck" in the United States Navy, the concept is extremely simple and results from a basically new approach to the problem of flying aircraft on to ships. Broadly speaking it involves the laying out of the flight deck and modifying slightly its conventional shape so that aircraft fly on at an angle of about 8 degrees.

If an aircraft is not brought to a standstill by the normal method of hooking on to one of a series of arrestor wires, it can fly straight off over the side of the flight deck without altering course, and can then fly round again for a further landing attempt, as is the practice at shore airfields in similar circumstances.

In order to appreciate the advan-

tages conferred by this system, it is necessary to understand the technique on the conventional flight deck, which is divided into three areas. At the after end is the landing area, in which are situated the arrestor wires intended to engage the hook of the landing aircraft and so to bring it to rest. Next come the barriers, the object of which is to stop those aircraft which occasionally overshoot the arrestor wires.

If there were no barriers, such aircraft might crash into personnel and aircraft parked in the third area, known as the deck park, which is devoted to the parking and launching of aircraft from catapults.

With the angled deck the conventional barrier can be eliminated because the way ahead is clear for the aircraft to open up to full power and take off again if the hook fails to engage any of the arrestor wires.

A barrier capable of erection in emergency is still required to cater to the extremely rare case of a defect in an aircraft which might prevent it altogether from using the

arrestor gear, e.g. if the arrestor hook were shot away, a second attempt to fly on would stand no better chance of success than the first and a barrier landing would be necessary. However, this emergency barrier can be sited in the landing area devoted to the arrestor wires and consequently the deck space normally given to barriers can be devoted to a more useful function. This is especially important today, because, as aircraft increase in size and speed, so must the "pull-out" of arrestor wires and the barriers increase and, if the conventional deck arrangement were to continue, both the arresting and barrier space would have to become greater at the expense of the deck park.

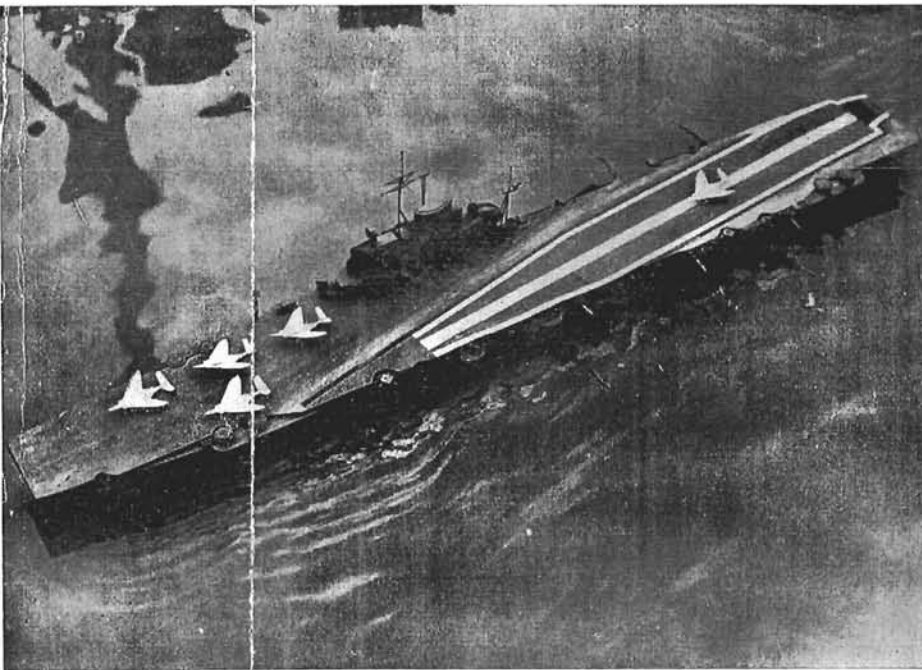
It will be seen that with the new system, barrier crashes should become extremely rare, and, since they usually damage aircraft, there should be a considerable improvement in the economy of carrier operations.

A further and distinct advantage of the angled layout is that the arresting area can overlap the parking area amidships. Thus the angled layout has a total effect equivalent to increasing the length of the carrier by 40 per cent. This virtue makes it possible for the carrier to accept more aircraft, aircraft of better performance, or both.

The angled deck concept follows hard upon the British development of the steam catapult, to which it is the complement. While the steam catapult increases the carrier's potential in launching aircraft, the angled deck increases the potential in accepting them.

It can confidently be expected that the new conception will prove to be a real "something for nothing" development which will substantially improve the efficiency, economy and fighting power of carrier-borne aircraft. Any such improvement is, of course, a change of balance in favor of a country dependent in war on its ability to defend shipping against shore-based air and submarine attack.

Preliminary trials of the scheme have now been conducted in both the Royal and United States Navies. Further development is proceeding. (*Admiralty News Bulletin*).



An aircraft carrier model is shown with the "angled deck" arrangement devised by the Royal Navy and British Ministry of Supply to enable carriers to accept heavier and faster aircraft with greater speed and safety. Among the advantages is that an aircraft failing to engage an arrestor wire can fly off again at full power. (*Official Admiralty photo by courtesy of the United Kingdom Information Office, Ottawa*).

YORK PRODUCES TRAINING FILM

Vice-Admiral E. R. Mainguy, Chief of Naval Staff, attended the premiere showing of the film, "The RCN(R) and You", at the Towne Cinema, Toronto, on November 23. Under the auspices of the commanding officer of HMCS York, the film was produced and directed by the Information Department of the Toronto naval division and was shown in conjunction with "The Gift Horse of the Sea".

"The RCN(R) and You" is played by the men of York and is the first film to be made by a naval division for public showing. Already it has been highly praised for its quality and excellent documentation. Directed and produced by Lieut.-Cdr. (SB) A. C. Theobalds and Sub-Lieut. (SB) Robert Brooke, the film portrays the training and activities of men and women of the Toronto naval reserve. A year in production, it highlights such scenes as York's Gun Run Team performing at the grandstand show of the Canadian National Exhibition, the Great Lakes Naval Regatta, helicopter rescue demonstrations, Fairmile cruises and weekly training drills in gunnery, asdic, radar and plotting.

"The Gift Horse of the Sea", which followed York's film at the premiere showing, is a new British movie for which Commander R. S. Abram, DSC, RN, Ret'd, served as technical director. The film is a dramatic re-enactment of the story of HMS Campbelltown, one of the 50 over-age destroyers transferred to the Royal Navy by the United States early in the Second World War. The Campbelltown, it will be remembered, achieved her hour of glory in the famous raid on St. Nazaire.

They Kept 'Em Flying

Officers and men of HMCS Shearwater knew they had put in a busy year in 1952 but just how busy wasn't apparent until some amateur statisticians got to work. Here's the way they figured it:

Aircraft at the air station made a total of nearly 27,500 landings during the year, or better than 75 per day. Of this total, 24,500 landings were made by day and 3,000 by night.

The air groups logged 15,500 air hours—13,500 by day and 2,000 by night. At 24 hours to the day that makes 646 days of flying time.



In his younger days Rear-Admiral R. E. S. Bidwell led a dance band, and he still gets the urge to thump out a few melodies at naval dances he attends in his capacity as Flag Officer Atlantic Coast. Here he plays during an intermission at a ship's company dance of HMCS La Hullose. (HS-22127).

IROQUOIS GUNNERS HARD ON TARGETS

HMCS Iroquois added another feather to her cap shortly before leaving the Far East to return to Canada.

The ship was on her way back to port from a carrier screening session in the Yellow Sea and all gun crews were closed up for a practice anti-aircraft shoot on a drogue target towed by an American naval aircraft. It was a routine practice, carried out as frequently as possible when ships are returning to or leaving harbor, for the purpose of keeping everyone in good shooting trim.

When the target-towing plane was sighted, it signalled that it would make four runs for the Iroquois' gunners. The first run started and all guns swung on and opened fire. After a few seconds of colossal racket, with everything "pumping lead", the drogue poofed into shreds. HMS Ocean, which was being screened by the Iroquois at the time, flashed, "Leave some for us."

The plane streamed another drogue and came around for his second run.

Another huge racket from the destroyer, another poof and a second drogue hit the sea. Ocean signalled again, "This is getting monotonous".

The plane flew off, streamed a third drogue and swooped in from another angle. The same rain of fire poured from the Iroquois and drogue No. 3 was blasted out of the air. By this time the onlookers were getting suspicious and Ocean inquired, "Do you do it with mirrors?"

In the towing aircraft, crewmen streamed their fourth drogue and the plane banked around for the fourth and last run. The shooting was still hot and the Iroquois got a perfect score—four drogues in four runs.

Captain C. L. G. Evans, in the Ocean, who bagged 16 enemy planes while serving as a naval pilot in the Second World War, sent a final message:

"I've never seen better A/A gunnery either from the dispensing end or, thank heavens, the receiving end."

Afloat and Ashore

PACIFIC COAST

More than 2,000 happy children met Santa Claus and received gifts and goodies when the Pacific Command held its annual Children's Christmas Party at Victoria's Memorial Arena December 18. Children of the personnel of HMCS Athabaskan and HMCS Crusader, at present serving in Korea, were the special guests of the Command on this occasion.

Clowns on ice and fancy skating acts kept the children wide-eyed until Santa appeared on a real sleigh drawn by eight (not too) tiny reindeer.

The RCN Band, under the direction of CPO Emil Michaude, played accompanying music to all the skating acts and Santa's gala entrance.

The chairman of the Christmas Party Committee was CPO D. H.

(Bert) Nelson, who was ably assisted by Lieut. (SB) W. H. Northey, the program chairman; Lieut. F. H. Moist, Lieut. (S) F. J. Heatley, Lieut. A. K. MacDonald, Commissioned Constructor Officer J. Down and CPO Fred Appleby.

Aldergrove Radio Station

To add to the entertainment of station personnel and their families, the ship's fund recently purchased a television set. The station technicians, together with many willing hands, are experimenting with a Rhombic aerial for reception and results have been very good so far. With KING-TV Seattle now in operation and a Bellingham station opening up in the near future, good reception is assured for the full broadcast period.

An outstanding event in the career of CPO R. E. Davies took place recently when the Officer-in-Charge

formally presented him with the Oak Leaf signifying the Mention in Despatches won by CPO Davies in the Korean theatre while serving aboard HMCS Cayuga during her second tour of operations.

Recent arrivals at the station are PO Earl Wareham, Leading Seaman Gordon Whitehead, Harry Snaith and Kenneth Bjorndhal and Able Seamen John Ellis, William Cholodylo and Edward Bellefontaine.

Matsqui Radio Station

A visit by Chaplain Harry Ploughman, Pacific Command Protestant Chaplain, on Sunday, November 2, was the occasion for a number of "firsts" at Matsqui Naval Radio Station.

The new standby power building was transformed into a chapel for the first church service ever conducted at Matsqui. Preceding the service was the station's first christening ceremony. Station personnel were urged to invite their friends and relatives for the occasion and the response was most gratifying. Daniel Bruce, son of CPO A. M. Brevig and Mrs. Brevig, and Mark Dixon, son of Ldg. Sea. S. R. Tarves and Mrs. Tarves, were baptized from a ship's bell. Godparents of both infants were Lieut. (L) R. M. Riddell and Mrs. Riddell. With the commencement of the main service it was noticed that what was lacking in the way of musical accompaniment was more than made up for in the volume of the singing. The Officer-in-Charge, Lieut. Riddell, read the lesson and Padre Ploughman gave the sermon.

Anyone who in the past has visited this station or was a member of the staff would find that many drastic changes have taken place in and around the main building. Acquisition of more powerful transmitters will have a marked effect on the layout and positioning of the existing equipment in the transmitting room. The recently constructed standby power building will house the larger diesels necessary to carry the increase in power in an emergency.

Officers and men now serving at this station are Lieut. Riddell, Lieut.



HMCS Athabaskan was well stocked with hobby materials when she left Esquimalt for her third period of Korean war duty. From the Hobby Shop of HMCS Naden the ship drew a large supply of hobby kits for distribution through the canteen. Shown checking over some of the kits are Leading Seamen Michael O'Brien, Herbert Chilli and Gordon Moscovitch. The last named was formerly in charge of the Naden Hobby Shop. (E-20775).

(L) J. A. Stachon, assistant Officer-in-Charge, Chief Petty Officers Brevig, R. W. Bright, J. C. Fox, C. G. Little and J. W. Humphries; Petty Officers B. A. St. Pierre, E. C. Hunt, J. H. Davison, G. S. Tory and R. J. Haycock; Leading Seamen A. J. MacPhail, S. R. Tarves, P. H. de Moissac, A. T. Dieroff and E. B. Latta, and Able Seaman R. V. Ruston, P. M. Grace and J. D. Robinson.

Lieut. Riddell will leave the station shortly to take up duties as Officer-in-Charge of the Electrical Training Centre at Naden and will be relieved here by Lieut. (L) J. F. Taylor.

HMCS Beacon Hill

Most of November was spent by the Beacon Hill in shaking the dust of refit out of her hair.

The job of getting her ready for sea rested heavily on the new executive officer, Lieut.-Cdr. P. C. H. Cooke, and the "buffer", PO W. R. Brain.

The latter was handicapped at first by a shortage of seamen on the upper deck, a situation that improved by the end of November. Scrubber and paint pot soon produced positive results above and below decks.

Two of the principal users of the paint spray guns, Leading Seamen V. G. Harvey and D. C. Larter, are also the Beacon Hill's contribution to the Naden hockey team which is entered in the Victoria Commercial League.

Added to the usual exercises during work-ups were surprise evolutions on dark and rain-swept nights in Patricia Bay. These included realistic attacks from the air. — P.D.J.

ND Training Centre

During the month of September, one RP3 class of seven men and one RP2 class of 11 men completed their instruction in the Navigation Direction Training Centre at HMCS Naden. In November, an RP3 class

Biter Bitten

It took retirement to do it, but Surgeon Commodore Archie McCallum finally found time for a medical after 35 years in the RN and RCN 13 of them as RCN's Medical Director General. He got a brief physical in 1917 when he joined the RN and that was it until last month when he got his first complete check-up at Stadacona.

"They gave me everything", he said—and he came out of it with an "A" category.



Christmas messages from more than 150 relatives and friends of personnel in the Athabaskan and Crusader were recorded by Radio Stations CKDA, Victoria, and CKNW, New Westminster, and sent in the form of taped programs to Japan for broadcast to the Canadian destroyers. In the upper photo, Ed Farey, program director of CKDA, records messages from Mrs. Mary Campbell and three-and-a-half-year-old Linda for Ldg. Sea. Donald Campbell, who is serving in the Athabaskan. Some of those awaiting their turns at the microphone are shown in the lower photo. (E-20908 and 20909.)

and two classes of Quartermaster Instructors started their courses.

Lieut. (ND) C. G. Pratt, Officer-in-Charge of the centre, left for Ottawa on November 3 for a conference of heads of training schools. En route he visited various naval divisions engaged in ND training.

Lieut.-Cdr. Inge Valen has joined the training centre staff and will be in charge of the training of quartermasters. Lieut. O. J. A. Cavenagh has joined the instructional staff from

HMCS Crescent, replacing Lieut. K. R. Crombie, who has been appointed navigating officer of HMCS Algonquin.

CPO Strang Gurney said farewell to the West Coast after accepting conditional advancement and a draft to HMCS Stadacona to join the staff of the ND School there.

PO James Black left for pre-PRI training in Stadacona prior to going to HMS Dryad for his instructors course.



Shortly before HMCS Nootka sailed for Canada the ship's company had a party for a group of Korean orphans. The three men shown with the children are, left to right, PO Len Hampton, of Windsor, Ont.; CPO Henri Pare, of Montreal, and Halifax and AB David Love, of Campbellton, N.B. (NK-1762).

HMCS Sault Ste Marie

HMCS Sault Ste. Marie has completed her annual refit and the ship's company is back from leave. Interest is centred on the inter-ship hockey league in which the "Soo" is competing with the Beacon Hill, Antigonish and Sioux.

Before the refit, CPO W. G. Sommerville and PO F. M. Massie were presented with the Canadian Forces Decoration by the commanding officer, Lieut.-Cdr. B. T. R. Russell, in a ceremony held on board.—*H.R.M.*

Communications Training Centre

Six wins and no defeats gave the Communications, Medical and Navigation Direction volleyball team a perfect, winning record in the volleyball tournament held as part of the Naden winter sports program. Coached by PO John Radley of the CTC staff, the Comm, Medical & ND teams have their sights set on further honors in the race for the Cock-of-the-Barracks.

CPO Tom McIntyre recently left the Naden message centre to take up a new position in the Naval Communication Centre in the Dockyard. CPO Robert Wilson is now enrolled in the Prep School. Back from long leave are PO Gordon Fraser and Ldg. Sea. William Goronuk.

Incoming drafts include Ord. Sea. Bruno Turcotte from Cornwallis, Ord.

Sea. James Anton from the Quebec and PO William Howarth from the Athabaskan. PO Howarth was relieved in the Korea-bound Athabaskan by PO Lindsay Sheppard.

ATLANTIC COAST

HMCS Haida

HMCS Haida has taken her place alongside the other Canadian units in the Far East following an interesting passage via Bermuda, Balboa, Manzanillo, Long Beach, Pearl Harbor and Guam. Extensive daily exercises were carried out between ports of call and every opportunity was taken to improve the ship's efficiency.

There was an outbreak of stubble chins during the voyage, with each mess apparently trying to outdo the other in growing the most luxuriant beard. PO Frank Hansen appears to be well in the lead, sporting a growth that would do credit to a Cossack.

At Pearl it was observed that many members of the ship's company adopted native dress, particularly aloha shirts. The resulting color effect caused even the natives to shudder. A consensus showed that the medical officer was far and away in the lead with a dainty number featuring such vivid lines as asparagus green, scrambled egg yellow and tomato red interspersed with pin stripes of engineer's purple.

While at Pearl Harbor, too, the Haida carried out bombardment exercises under the watchful eyes of USN observers.

While regretting that they could not spend Christmas at home with their own families, the crew were happy to be able to relieve the Nootka in time for that ship to be home in time for the festive season.

TAS School

Activities at the Torpedo Anti-Submarine School, although slackened somewhat from the hectic summer months, are still keeping the staff busy.

Two new classes, TD3 "E" and TLW "I", commenced their courses recently while TD2 "L" class completed and the men are awaiting drafts. Meanwhile, TAS1 "G", TG3 "C" and TD3 "D" classes embarked in the Portage, Wallaceburg and La Hulloise for two weeks' sea training with HM S/M Artemis and the US S/M Cod in the Bermuda area.

A number of staff changes took place during November. CPO W. Fernie went to Naden; CPO S. R. Crossley and PO R. Coupe were drafted to HMCS Huron; Lieut. R. Manifold joined the staff from the Joint Maritime Warfare School; Commissioned Gunner (TAS) R. E. Middleton left to take the Officers' Educational Course; Lieut.-Cdr. T. J. Thomas was appointed to the Huron and Lieut.-Cdr. H. B. Carnall joined the school from HMCS Porte Saint Louis.

HMCS D'Iberville

One hundred men from HMCS D'Iberville attended the opening of College Militaire Royal de St. Jean, travelling to Saint Jean by chartered bus. Instr. Lieut. R. J. Leclair and PO William Sullivan were in charge of the party.

An outdoor rink is being erected and hockey enthusiasts are looking forward to the time when the ice is available. The representative hockey team will be coached by Instr. Lieut. Leclair and PO James Tobias.

PO Joseph Robillard, who was hospitalized during a lengthy illness, is back on the job again.

PO Romeo Mercure, in hospital at the present time, is reported to be improving. All wish him a speedy recovery.

On Sunday, October 19, a buffet supper was served in the wardroom

and was followed by the film "When in Rome". The supper arrangements were under the supervision of CPO Patrick Bourdage, who, incidentally, celebrated recently his fortieth birthday. Another supper took place Sunday, November 23.—*R.J.L.*

HMCS Portage

The Portage was on the go almost continuously during November. Returning early in the month from A/S training in Bermuda waters, the ships later took part in exercises with HMCS Magnificent, HM S/M Artemis and HMCS La Hullose. Following this, exercises were carried out with HMS Rocket (the latest RN A/S frigate) and the Artemis.

In the entertainment field the ship's annual dance was held in the Sea Gull Club and proved to be a very successful affair, well attended by the ship's company and former Portage men and their wives and sweethearts. Rear-Admiral and Mrs. R. E. S. Bidwell were honored guests.

Late in the month the stokers were extremely busy with boiler cleaning, while the remainder of the ship's company took advantage of the break to catch up on many "odds and ends", including long-awaited dental and medical appointments.

HMCS New Liskeard

A four-day visit to New York City was enjoyed by the ship's company of HMCS New Liskeard in the course of a training cruise at the end of October.

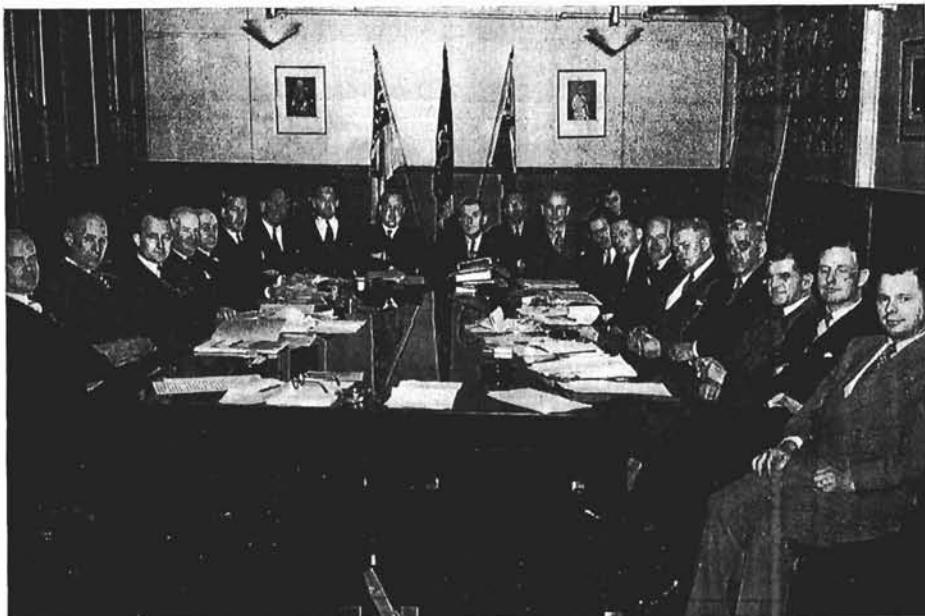
The Algerine minesweeper had earlier departed from her regular duties with the Naval Research Establishment to take part in Exercise Cordex. The New York cruise for her 77 officers and men began October 24 and she returned to Halifax on November 2.

Newport Corners Radio Station

The Halifax Mobile Blood Donor Clinic received a surprise on November 27 when it was intercepted while en route to Windsor, N.S., and invited into the naval radio station at Newport Corners by Lieut. (L) W. L. Ferguson, the officer-in-charge.

There, to the clinic's surprise, they found everything in readiness for the visit. Beds had been set up, coffee was available and the entire staff had their sleeves peeled back.

Needless to say, a 100 per cent donation of blood was made by Newport Corners naval personnel. But that wasn't all. Four wives of staff members contributed and civilians,



The Naval Defence Conference of the Dominion Council of the Naval Officers' Association of Canada held a three-day meeting at Naval Headquarters, Ottawa, December 4, 5, and 6, under chairmanship of H. W. Balfour, of Saskatoon, president of the Council. From left to right are: H. T. W. Grant, Ottawa; A. W. Baker, Guelph, Ont.; G. A. Rotherham, Toronto; B. D. L. Johnson, Vancouver; V. G. Brodeur, Vancouver; Wallace Graham, F. C. Aggett and J. A. McAvity, all of Toronto; H. W. Balfour; Commodore (S) R. A. Wright, RCN, Director General of Supply and Fleet Accounting, who addressed the meeting on naval stores; Harry McClymont, Ottawa, honorary secretary-treasurer; R. B. Graham, Montreal; J. C. Maynard, Toronto; D. J. McDonald, Winnipeg; F. A. Price, Quebec City; W. J. McIsaac, Halifax; R. S. McDougall, Victoria; J. D. Prentice, Victoria, H. S. Maxwell, Montreal, and D. W. Clark, Calgary. (O-3671).

both male and female from as far away as Brooklyn, N.S., also arrived to swell the blood bank. A total of 42 pints was collected at the station before the clinic moved on into the town of Windsor, where another 220 pints were drawn.

HMCS Iroquois

The ship's company of HMCS Iroquois paraded at Tsai Wan cemetery, Hong Kong, November 11, in a Remembrance Day ceremony honoring officers and men of the Canadian Army who gave their lives in the defence of Hong Kong in the Second World War.

The ceremony was conducted by Chaplain John Wilson and, in addition to officers and men of the Iroquois, was attended by a number of civilian members of the Canadian colony in Hong Kong, among them T. R. G. Fletcher, Canadian Trade Commissioner.

A wreath was laid on the grave of an unknown Canadian soldier by A/Captain W. M. Landymore, commanding officer of the Iroquois.

The honor guard was commanded by Lieut. J. G. Bowen.

The Iroquois was in Hong Kong for a rest period shortly before completing her tour of duty in the Far East.

NAVAL DIVISIONS

HMCS Hunter

(Windsor, Ont.)

Highlight of a busy month at Hunter was the visit November 10 and 11 of the Chief of Naval Staff, Vice-Admiral E. R. Mainguy.

Vice-Admiral Mainguy was met by Commander W. G. Curry, commanding officer of Hunter, and a guard of honor composed of reserve personnel was paraded in his honor.

Following an inspection of the division and a march past at which he took the salute, Admiral Mainguy told the reservists:

"You, the men of the naval reserve, are the ones on whom we are counting so heavily. Much money is being spent on your training. The country is entitled to the very best men."

Admiral Mainguy was also guest speaker at an Armistice Day dinner sponsored by the Prince Edward Branch 94, Canadian Legion.

Commander William Strange, Director of Naval Information, was also in Windsor, being guest speaker at a Remembrance Day dinner of the Kinsmen Club.

The Navy earned praise for its smart appearance in the Remembrance Day parade to the cenotaph,



Second prize of \$9.00 was won by this float entered in the Santa Claus parade at Collingwood, Ontario, by Sea Cadets of RCSSC Hood. Getting their idea from a picture that appeared in the November 1952 issue of *The Crossnest*, the cadets converted their whaler into a Viking ship and themselves into her hardy crew.

although it had some colorful rivals in the kilt-clad Essex Scottish. Commander Curry placed the wreath for the Navy at the Essex County War Memorial, where the four corners of the cenotaph were guarded by a sailor, soldier, airman and legionnaire.

The annual mess dinner of the Chiefs' and Petty Officers' Mess was a big event on the social calendar. Guest speaker was Rear-Admiral Walter Hose, CBE, RCN, (Ret'd). CPO W. E. Pickering made an able master of ceremonies.

The Wrens held a party in their mess for PO Grace Vanstone, whose marriage to Sub-Lieut. Edwin G. Lee took place November 29 in Essex. Sub-Lieut. Lee was presented with an engraved cigarette box from the wardroom officers, while PO Vanstone received a vast array of practical gifts.—*R.M.P.*

HMCS Cabot

(St. John's, Nfld.)

Numerous changes in personnel, already made or in process, have given a new look to Cabot's ship's company.

CPO E. C. Graham, Chief ERA on the staff for two years, was drafted to HMCS Stadacona and was replaced by CPO James W. Dean. In addition to supervising and training reserve engine room personnel, CPO Graham was active in recruiting and

accompanied PO Walter J. Murphy, recruiting petty officer, on a number of successful mobile recruiting tours.

The supply branch has had its share of changes. CPO Jacques Bond was drafted to Stadacona and was replaced by Ldg. Sea. John C. Stewart. During the year there have been several alterations in stores personnel. PO Donald H. Jenkins was relieved in September by Ldg. Sea. W. E. Guscott. The last-named had been on the staff of the Canadian

Naval Commander, Newfoundland.

PO Jenkins returned to visit his former shipmates when he arrived in St. John's during the summer as a member of the ship's company of HMCS Wallaceburg.

PO J. F. Stevens, on the staff for two years, was drafted to HMCS Quebec in November and was relieved by Ldg. Sea. Walter Crummell. AB Eric Morris, drafted to a course at Stadacona, was replaced by AB W. Griffiths.

AB Frederick Hammond and AB Leonard Bursey have ended special duty at Cabot, the former to join a St. John's oil company and the latter to enter a stoker course at Naden.

There was an autumn lull in the sports department, although several Cabot personnel entered the Joint Service Bowling League and organization of a badminton club was undertaken in joint service circles.—*C.A.B.*

HMCS Unicorn

(Saskatoon)

The Saskatoon branch of the NOAC undertook to share in the redecoration and alteration of the wardroom at Unicorn as a fall project.

The social side of activities opened with a Trafalgar Ball on the main deck of Unicorn. Gay throngs were received by the NOA president, Stuart Lindsay, and the secretary, Dr. James Roxburgh, as they crossed the quarterdeck and were smartly saluted by members of the ship's company.



A field gun's crew formed by members of the UNTD of the University of Saskatchewan had the honor of leading the parade held on the university's Reunion Day in Saskatoon. Here the cadets are shown as they formed up prior to the parade. Officer in charge was Sub-Lieut. R. B. Bartlett, a UNTD graduate.

Dancing was enjoyed beneath a blue and white canopy and the gaily decorated tables which circled the dance floor had as a background hundreds of multi-colored naval signal flags which were flown from the gun turrets and bulkheads.

Colored searchlights roved over a mass of color lent to the ship's deck by the colorful gowns of the ladies and the dress uniforms of the many navy, army and air force officers who attended.

The motif of the ball was supplied by the flags of the United Nations which were flown over the deck, attracting much attention and comment.—*J.B.W.*

HMCS Malahat

(Victoria)

Malahat was host to UNTD personnel from the Vancouver naval division, HMCS Discovery, over the November 9 week-end. Fifty-five officers and cadets made the annual migration to Victoria aboard Discovery's training minesweeper, HMCS Cordova. The ship arrived at Esquimalt Saturday afternoon following extensive training exercises in the Gulf of Georgia. A Saturday afternoon sports meet was followed in the evening by a dance in Malahat.

A novel way of providing comforts for naval personnel in Korea was a fund raising bingo program held November 15 at Malahat. The party was staged under the auspices of the Royal Canadian Navy Women's Auxiliary, headed by Mrs. B. T. R. Russell.

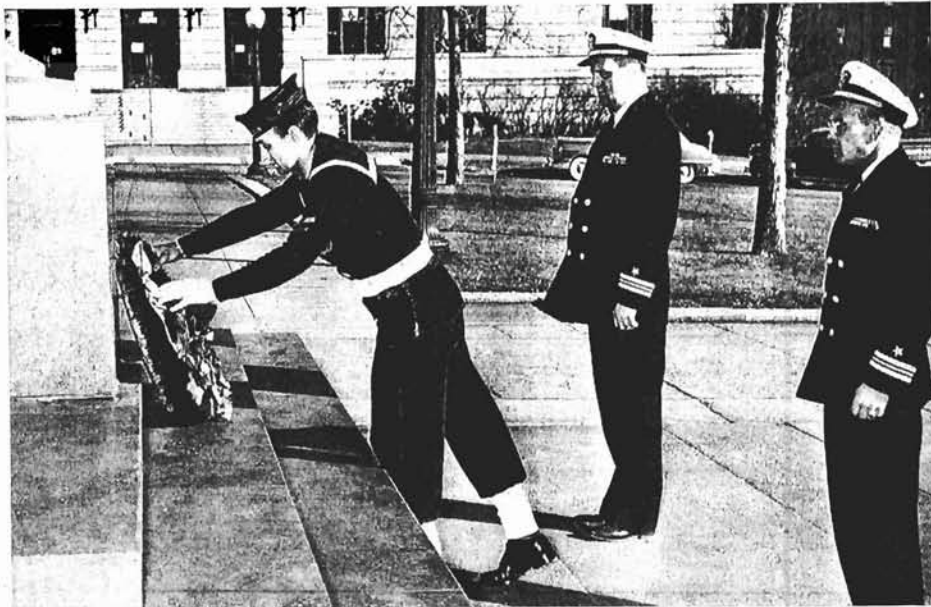
The commanding officer of Malahat, Commander G. A. V. Thomson, left Victoria November 21 to attend the annual conference of commanding officers of naval divisions in Ottawa.

Navy League Sending Books to Korea

The Navy League of Canada has undertaken to provide a quarterly supply of 400 or more pocket-sized books for personnel of the Canadian warships serving in Korean waters.

This is over and above the book service operated by the Canadian Legion on behalf of the Canadian forces serving overseas.

Since the Canadian destroyers began operations in the Far East, Navy League branches across Canada have also filled and forwarded a large number of the well-known and popular ditty bags for distribution to the ship's companies.



On behalf of HMCS Griffon, Ldg. Sea. J. L. Bryant, of Port Arthur, places a wreath on the Civic Centre war memorial in Duluth, Minn., during Remembrance Day ceremonies there. Looking on are Lieut.-Cdr. J. H. Mahoney, Jr., USN, inspector-instructor of the Duluth naval reserve, and Lieut.-Cdr. Harold E. Stratton, USN. There is a close liaison between Griffon and the United States Navy reserve establishment in Duluth and good-will visits are frequently exchanged. (*Duluth News-Tribune photo*).

The final week of November was marked by good news for Lieut. (S) Garfield Dixon, who was promoted to Lieutenant-Commander, and Sub-Lieut. (S) B. W. Beaton, who was promoted to A/Lieutenant (S). CPO Ivor R. Keddle was welcomed to the division as Chief Shipwright in the same period.

CPO Walter Burch has been busy showing films at Malahat for many local groups. Among these were the RCN Women's Auxiliary, the young people's group of the Esquimalt Corps, Salvation Army, and more than 100 local Scouts and Cubs.—*R.W.*

HMCS Scotian

(Halifax)

A seaward defence course covering all phases of harbor protection was launched November 13 in HMCS Scotian.

Under the direction of Lieut.-Cdr. (SB) J. T. Burns, the course will take about 28 weeks to complete and covers a variety of specific subjects. A total of 18 officers and men are attending and several Wrens will join when they have finished their basic training.

The first Scotian Wrens in line for advancement to Able Wren are three who have been taking an air maintenance course in HMCS Shearwater Tuesday nights. Eligible for promotion are Wrens Marie Fox, Joan Squires and Valerie Cato.

Personnel of Scotian took part in Remembrance Day services November 11 at the Sailor's Monument in Point Pleasant Park. Scotian Wrens were the only representatives from the Women's Reserve at the service, which was separate from the main commemoration at the Grand Parade.

HMCS Tecumseh

(Calgary)

On Remembrance Day two platoons from Tecumseh took part in services at the Armories and the parade to the Cenotaph.

The division was visited November 13 by Lieut.-Cdr. G. H. Hayes, Reserve Training Commander, West Coast.

On Saturday evening, November 15, the Wardroom Officers' Wives' Association (short title: WOWS) put on a highly successful costume party in the wardroom.—*C.S.J.L.*

HMCS Brunswicker

(Saint John, N.B.)

The ship's company of Brunswicker was presented recently with a singularly welcome, and what is believed to be unique, honor by being made honorary members of the ship's company of the USS Snyder (destroyer escort).

This honorary membership was extended in the form of a proclamation bearing the official seal of the USS Snyder and the signatures of



At a ceremony in Toronto recently, the Italian Vice-Consul presented HMCS York with a plaque and ship's clock from the cruiser HMS York, which was sunk in the battle of Crete in 1941. Shown above are the Vice-Consul, Mr. G. Zampaglione, Captain R. I. Hendy, Commanding Officer, and Lieut.-Cdr. G. K. Holder, Staff Officer, of York.

the commanding officer, officers and senior men of the ship. The document, forwarded to the division following the Snyder's recent visit to Saint John, termed the officers and men of Brunswicker "the most gracious . . . of hosts." It was in appreciation "for such Royal Canadian hospitality" that the officers and men of Brunswicker were made honorary members of the ship's company of the USS Snyder, "with all the rights and privileges thereof."

HMCS York

(Toronto)

In a ceremony at the Italian Consulate in Toronto, Captain R. I. Hendy, commanding officer of HMCS York, was presented with a plaque and the ship's clock from HMS York, a British cruiser which was sunk in the Battle of Crete in the Second World War. The presentation was made to HMCS York by Mr. G. Zampaglione, Italian Vice-Consul.

HMS York was torpedoed in Suda Bay, Crete, on March 25, 1941, and many unsuccessful attempts were made to salvage her. It was only recently that the hulk was finally brought to an Italian shipyard, where it is now being dismantled and scrapped.

Built in 1928, the York on one

occasion was part of the fleet under the royal command of His Late Majesty King George V. His Majesty reviewed the Fleet in Weymouth in 1932 and later took it to sea. HMS York was in company at that time with the cruisers Dorsetshire, Norfolk and Exeter.

At the outbreak of war, HMS York was allocated to the North Atlantic. In the spring of 1940, she assisted in the landing of British forces in Norway, then had a hand in their evacuation when it became apparent their positions were untenable.

Following this she was assigned to guard the through-Mediterranean convoys. Suda Bay, the then newly acquired base in Crete, was admirably situated for the cruisers participating in convoy protection. While British troops were being transported from Egypt to the Piraeus, HMS York kept up a constant patrol to ward off the threat of enemy attacks. The cruiser, working to the west of Crete and in the Aegean, was frequently dive-bombed and on March 25, 1941, fell victim to another form of attack.

Small, fast-planing skiffs, with a one-man crew, had been developed by the enemy. They were not easy to detect and became a considerable menace when handled in determined fashion. It was a dinghy of this type

that penetrated the defences and torpedoed the York.

Later the officers and men from this ship assisted in the evacuation of Greece, and finally it was necessary to leave the cruiser in the hands of the enemy.

Since the sinking, the Toronto naval division has been the only ship or establishment to bear the name "York" and so arrangements were made for the memento from the cruiser to be presented to the Canadian shore establishment.—A.C.T.

HMCS Catarqui

(Kingston)

HMCS Catarqui received visits during November from a number of senior officers, including Commodore H. N. Lay, Assistant Chief of the Naval Staff, Commander A. B. F. Fraser-Harris, Executive Officer of HMCS Stadacona, and Commander Tupper, RN.

Commander Fraser-Harris and Commander Tupper lectured the ship's company on Korea and amphibious landings, respectively, and both talks proved to be of great interest.

At the annual Remembrance Day ceremony on November 11, members of the ship's company marched at the head of the parade, which was composed of approximately 3,000 veterans and service personnel. A wreath was laid at the Cross of Sacrifice by Captain J. V. Brock, RCN, on behalf of the Naval Service.

The Sea Cadet band also paraded and had the honor of leading the Roman Catholic portion of the parade to and from that church service.

HMCS Catarqui's hockey team tied two and lost one of its first three games in the Kingston City League.

In basketball, Catarqui was victorious in its first two games in the Kingston Garrison League. The opponents were the Reserve Army and Eastern Ontario Area Headquarters.

HMCS Nonsuch

(Edmonton)

Reserve officers of Nonsuch were hosts to 30 officers of 418 City of Edmonton RCAF Reserve Squadron recently following regular drill at the division.

The Air Force officers were given a demonstration of naval training and were guests at a buffet supper in the wardroom. Arrangements and entertainment were handled by Lieut. Cdr. Banwell, Lieut. T. G. Linnell and Lieut. Peter McRorie.



Three reserve chaplains taking their annual training in Halifax examine one of the windows in Saint Nicholas Church in HMCS Stadacona on which Chaplain Harry Ploughman used tinted paper to produce a successful facsimile of a stained glass window. Left to right are Chaplains J. R. Scott, from the United Church of Salisbury, N.B.; Very Rev. C. Ritchie Bell, former Moderator of the Presbyterian Church of Canada and professor of the Presbyterian College at Montreal, and Rev. Dr. John B. Corston, principal of Saint Andrews College in Saskatoon. (HS-20209).

THEY LOOK IT, BUT THEY AREN'T

The windows of the Protestant chapel of HMCS Stadacona are glass, they are stained, and they look like the real thing, but they are not stained glass windows.

The same effect has been achieved, at infinitely less cost, by pasting printed patterns over ordinary, clear glass. Only under close examination is the difference apparent. The job was done in their spare time by Chaplain Harry Ploughman, Command Protestant Chaplain, and some of his naval parishioners. It took them about three months to "stain" the chapel's 24 windows, with each window requiring an average of four hours' careful attention.

Excellent examples of the work are also to be seen in the two new churches at HMCS Cornwallis, each of which has three high windows of striking design behind the altar.

Padre Ploughman first used the method to adorn a chapel in HMCS Niobe, the RCN base in the United Kingdom, during the Second World

War. In addition to those in Stadacona and Cornwallis, he has also done the windows in the two chapels in HMCS Shearwater.

The patterns are made by a firm in Belfast, Ireland, and are based on traditional religious designs.

Padre Ploughman took over as Pacific Command Protestant Chaplain on August 23, exchanging appointments with Chaplain G. L. Gillard.

Wartime Padre Marks Silver Jubilee

Very Rev. Francis J. Jackman, P.P., pastor of St. Edward's parish, St. John's, Newfoundland, celebrated the Silver Jubilee of his Ordination to the Holy Priesthood last year at St. John's.

His name will strike a familiar chord in the memories of many naval men who served during the war in Newfoundland, where Father Jackman served as a naval chaplain.

DOCKYARD DONATES \$2,310 TO CHARITIES

The Dockyard Charity Committee at Halifax increased the scope of its fund last year to include two more organizations in the group of 21 charities to which it donates funds annually. Last year \$2,310 was being distributed to 21 charities.

The new organizations on the list are the Canadian Paraplegic Association, Maritime Division, and the Halifax Colored Citizens Improvement League.

A list of last year's contributions by the Dockyard charity organization appears below:

Halifax Community Chest \$400, Salvation Army Red Shield Appeal \$300, Canadian Cancer Society (Halifax Branch) \$225, Canadian Red Cross Society (Halifax Branch) \$225, Canadian Foundation for Poliomyelitis \$125, St. John Ambulance Association \$100, Young Men's Christian Association (Halifax Branch) \$100, Halifax County Anti-Tuberculosis League \$100, Walter Callow Veterans and Invalids Welfare League \$100, Canadian Cancer Society (Dartmouth Branch) \$75, Canadian Red Cross Society (Dartmouth Branch) \$75, Rainbow Haven Fund \$75, Multiple Sclerosis Society of Canada \$75, N.S. Home for Colored Children \$50, Canadian Arthritis and Rheumatism Society \$50, Canadian Paraplegic Association, Maritime Division, \$50, Halifax Police Boys Club \$30, United Boys and Girls Clubs of Nova Scotia \$30, Boy Scouts Association, Halifax District Office, \$25, Halifax Canadian Legion Poppy Fund \$25, Dartmouth Victorian Order of Nurses \$25, Goodfellows Club \$25, Halifax Colored Citizens Improvement League \$25.

The Dockyard Major Charitable Campaign was first instituted in 1951 and was designed to replace separate individual drives with one campaign which would look after all charitable organizations in the Halifax area.

Members of the Committee responsible for the disbursement of funds are: L. Hennigar, Affiliated Trades and Labour Unions Joint Council; Miss V. Whidden, Halifax and District Naval Civil Service Association; L. Hennigan, Dockyard Civil Service Veterans' Association; Miss R. Dibbon, Dockyard Treasury Office; E. H. Canning, Industrial Relations, and J. J. Breen, Assistant Superintendent (Civil).



The Navy Plays



Shearwater Wins N.S., Maritime Grid Laurels

After five years of frustrating failure, the Shearwater Flyers more than made up for the bitter past by trouncing Stadacona 65 to 6 December 3 to win the Nova Scotia Canadian football championship.

Three days later they carried this victory impetus on to win the first Maritime Canadian football playoff ever staged, beating hard-fighting St. Thomas College from Chatham, N.B., 14 to 5 in a sudden-death final.

The Flyers had their hopes dashed five times before they finally gained possession of the Purdy Trophy, emblematic of the Halifax, and later Nova Scotia, championship. The first year they reached the semi-finals, and thereafter were defeated in the other finals until this year, when they handed Stadacona its most humiliating loss ever. Stadacona won the cup four times and Dalhousie University won last year.

This year's Nova Scotia final had to be played twice. On November 28 the teams made league history by deadlocking 8—all at the end of regulation playing time. The league executive ruled that two overtime periods



LIEUT. GOURLAY

should be played before the winner was decided, but the game was called by darkness with 20 seconds remaining in the first overtime period and Shearwater leading 25-8. So the score was reverted to the tie and another game scheduled. The Flyers lived up to their name in the final encounter and took to the air as Lieut. Bill Gourlay of Guelph, Ont., heaved six touchdown passes over a frozen, snow-powdered

field calculated to rule out such fancy forward flips.

The game started innocently enough with Shearwater scoring a touchdown on a pass from Gourlay to Ldg. Sea. Mike O'Connor, which O'Connor converted, at the ten-minute mark of the first quarter. The Stadacona team gave notice it was still in the game by notching a single point just before the quarter ended. In the second quarter the game broke wide open, as Shearwater added 22 points to lead 28-1 at half-time.

In the third quarter, the Flyers continued the rout with two converted touchdowns and a single, and then went wild in the fourth quarter to rack up 24 more points.

In the Maritime final, the Flyers came from behind a 5-1 deficit at half-time to score 13 points in the third quarter and defeat St. Thomas College. It was the first Maritime Canadian football final in history and was played at Studley Field, Dalhousie University.



Mighty pleased with themselves, and with good reason to be so, are the Flyers of HMCS Shearwater. In December, after six years of trying, they won the Nova Scotia Canadian football championship, then went on to take the Maritime title the first time it was up for contention. Front row, left to right, are: Ldg. Sea. Graham Currie, AB Hector Chapman, AB Bill Walker, PO John (Hoss) Anderson, assistant captain; Lieut. Jack Dean, coach; Commander (S) D. K. Graham, manager; PO Danny McCowell, captain; Ldg. Sea. Hec Heard, PO Jim Donnelson, AB Bruce Walker and AB Al Browne. Centre row: Ord. Sea. Gilbert Sheppard, AB Roly West, Ldg. Sea. Dave Nairn, AB Bill McKinney, AB Jim Cochrane, AB Bill Smethurst, Ldg. Sea. "Rocky" Harris, AB Barney Dale, AB Jim Carey, Ord. Sea. Len Satchko, CPO Reg Peters and, wearing windbreaker, AB Ian Hartwell. Rear row: Ord. Sea. Ivor Oxford, PO Edison Fraser, trainer; AB Ted Hucker, Sub-Lieut. Dave Tait, Ord. Sea. Chuck Brown, Ldg. Sea. Mike O'Connor, PO Bill Sorrell, PO Harvey Mills, Ldg. Sea. Harry Abbott, Ldg. Sea. Jack Moss, and AB Gilbert Gillespie. Missing from the photo are Lieut. Bill Gourlay, FO Lennie Scanlon, RCAF; Lieut. Gary Wright, assistant manager, and AB Jim Allen. (DNS-9699)

The "Tommies" took to the air in this game, throwing 24 passes while Shearwater, relying on their ground strength, tossed only nine. A blocked kick on the St. Thomas seven, which was converted into a touchdown, and a sustained ground attack gave Shearwater its two touchdowns in the third, after the Tommies' fleet end, Bill McMullin, had intercepted a Shearwater pass and raced 80 yards for a TD in the second quarter to put the visitors ahead.

St. Thomas was threatening again in the fourth quarter but Shearwater intercepted a pass in the closing minutes of the game to put the game on ice.

Unbeaten Navy Team Again Soccer Champion

For the second consecutive year the RCN team from the Pacific Command won the West Coast Inter-Service Soccer League championship with an undefeated record.

Under the management of Lieut. (S) Percy Sands and the coaching of PO David Sadler, the team won all eight games played, defeating RCAF 2-0 and 3-1, RCSME 6-0 and 7-0, Royal Roads 11-1 and 3-0 and RCA 2-0 by default.

CPO Bob Murray starred in goal throughout the season, recording six shutouts in league play and two during exhibition games. He was aided by a strong defence composed of Lieut. Sands and John Kennedy, the team's captain.

Others who played on the team for all or part of the season included CPO Tom Fraser, CPO Vic Dovey, PO Ron Webster, PO Geoffrey Clarke, PO Eric Beech, PO Jeff Cragg, AB R. Simen, Ldg. Sea. James Barlow, AB Spence Reese, Ord. Sea. Bryan Savage, Ord. Sea. Roche Rennie, AB Joseph Rowe, Ord. Sea. Henry Hunt and AB Andrew Gale, who served also as equipment manager.

Stad Supplymen Roll High Bowling Scores

Twenty-eight teams are competing in the inter-part bowling league at Stadacona, with Supply "A" shaping up as the team to beat. To date each player on the team has averaged over 200, with AB Bruce Davis scoring the high single of 306. Ord. Sea. Myron Roberts, also of Supply "A", has the high triple of 747.

Iroquois Athletes Compete In Sasebo Sports Meet

In an Army-Navy-Japanese sports meet held in Sasebo, Japan, Ldg. Sea. "Red" Leeming, of HMCS Iroquois and Saint John, N.B., won the discus throw to give the Com-



Two crew members of HMCS Iroquois, awaiting their turns at bat during a ball game on the beach of a UN-held island, are joined by two Korean youngsters in playing catch with a football. They are Able Seamen George Dietsch and Jerome Stokke, both of Toronto. Walking away from the camera is AB Sanford (Sam) Jamieson, Kingston, while at bat is AB John Hogan, also of Kingston. (IR-217).

monwealth Navy team its only first-place points.

It was the Camp Mower Annual Invitation Track and Field Meet, sponsored by the U.S. Army Detachment in Sasebo. Teams were fielded by the U.S. Army, the U.S. Navy, Japanese employees of local U.S. facilities and the Royal Navy. The RN team was hastily amended in the books to read "Commonwealth Navy" with the inclusion of last-minute entries from the Iroquois.

Under the coaching of PO "Bud" Rheubottom of Winnipeg, the ship's PTI, the Iroquois had four men in four events. Ldg. Sea. Leeming coped the discus throw, AB Don Eaglestone of Toronto and Ldg. Sea. Jack Parks of Toronto entered both the 100-yard dash and the broad jump and AB Jim Friars of Saint John competed in the shot put. Ldg. Sea. Sam McIvor was team trainer.

When the score was tallied, the hosts made a clean sweep, chalking up 61 points. The Japanese team placed second with 39 points. Third came the Commonwealth Navy team with 15 and the U.S. Navy was fourth with two.

Navy Teams Entered In Badminton League

The HMCS Naden Badminton Club has entered teams in the 3rd Division section "A", 4th Division section "B" and 5th Division section "B" of the Lower Vancouver Island

Badminton League.

The Navy's third division team, playing its first tournament on November 20, was defeated 9-7 by a strong team from Victoria Lawn Tennis and Badminton Club.

Making up the RCN team were Lieut. (SB) William Northey, Instructor Lieut. Don Robertson, CPO John Stoddart, PO William Walters, Mrs., Northey, Mrs. Dorothy Churchill, Mrs. Pat Timbrell and Mrs. Margaret Korning.

The RCN wins were scored by the Walters-Timbrell, Robertson-Korning, Walters-Robertson and Korning-Timbrell combinations.

Hudson Flight First In Royal Roads Run

The inter-flight cross country run held at the Canadian Services College, Royal Roads, November 19, saw Hudson Flight collect top honors with 439 points. McKenzie Flight was second and Fraser third. Others, in order, were Champlain, LaSalle and Cartier Flights.

The four-mile course started from directly in front of the "Castle" and finished on Creery Field in the college grounds. Official starter and referee was Colonel C. B. Ware, College Commandant.

York Launches Hockey Campaign with Victory

HMCS York's hockey team gained an even division of the spoils in its



Petty Officer Frank Lowe of Red Deer, Alberta, was 1952 winner of the Admiral Jones Memorial Shield, awarded annually to the man who "contributes the most in conduct, sportsmanship and character to sports in HMCS Stadacona." PO Lowe was outstanding in hockey and softball and took a leading part in athletic activities. (HS-22810).

first three hockey games this season.

With AB Bob Irving setting the pace with two second-period goals, the Toronto Tars got off to a winning start by beating the Army 3-1 in the Toronto Inter-Service League opener.

In their next game the York pucksters played a 6-6 tie with HMCS Star in a renewal of the friendly



Two teams, Supply School "A" and Supply Naden, share possession of the Summer Cock-of-the-Barracks at HMCS Naden, having tied for first place in the final standings. Here Commodore K. F. Adams, Commodore of the barracks, presents the trophy to CPO Paul Bishop, representing Supply School "A", and CPO Robert Renton of Supply Naden. (E-20718).

sports rivalry between the Toronto and Hamilton naval divisions. The game was featured by some solid thumping and Ord. Sea. A. MacQueen, of York, came out of it with a souvenir in the form of a large black eye.

Returning to league fray, York went down to a 5-0 defeat at the hands of a well-drilled RCMP team.

The Inter-Service League has four entries—York, Army, RCMP and Air Force—playing for a championship trophy kindly donated by C. A. Fraser of the Fraser Cartage and Storage Company, Toronto. Jack May, of the same company, represented Mr. Fraser at the opening game between York and Army.

The Toronto division's team is

Leaders Closely Bunched In Basketball Loop

The inter-part basketball league at HMCS Stadacona got under way on October 27 with a total of 11 teams taking part. Electrical "A", Electrical "B" and TAS set the early pace, each team winning its first three games.

Air Station Sports Draw Large Turnouts

Bowling, volleyball and basketball have caught hold well this winter at HMCS Shearwater. Twenty-seven teams are competing in the inter-part bowling league and meet on Tuesdays, Wednesdays and Fridays. The Electrical team and Air Engineering Chiefs and POs No. 2 were tied for



HMCS Shearwater's soccer team won the Atlantic Command championship by defeating HMCS Cornwallis 2-0 in a sudden death final. Members of the team are pictured, front row, left to right: CPO Phil Baker, RN (coach and captain), AB George Cummins, Ldg. Sea. Robert Allen, AB Fred Hodge and Ldg. Sea. Denis James. Back row: Ord. Sea. David Binger, Midshipman Brian Evans, RN, AB Harry Childs, Midshipman Brian McGee, RN, PO Robert Collyer, PO Alex Grant, Ldg. Sea. Gordon Gillies and Ldg. Sea. John Pike (trainer). (HS-22629).

smartly turned out in uniforms featuring white sweaters with blue lettering and numbers and blue stripes on the sleeves.--D.P.

Shearwater Soccer Team Posts Winning Record

HMCS Shearwater enjoyed its most successful soccer season in history last fall.

The air station team won the Nova Scotia armed forces championship and went on to take the Saks trophy, emblematic of the Atlantic Command championship, in October. In the Halifax City league, the naval airmen had won four games and dropped one by late November. Up to that date, the team had lost only three games of a total of 23 played.

top position late in November with 15 points apiece. The Air Groups are expected to expand the league to 36 teams in the New Year.

A 13-team inter-part volleyball league was formed in October and plays twice a week, with six teams competing each day. Six teams play each Wednesday in an officers' league.

There are a dozen teams in the inter-part basketball league but only two games a week are played. Three station teams are entered in Halifax and District leagues which get underway in January.

Naden Teams Competing For Winter Championship

The winter Cock-of-the-Barracks competition commenced at HMCS

Naden October 15 with seven teams competing. They are Supply School "A" and "B", MTE, Ordnance, TAS and Electrical, Medical, Communications and ND, and Supply Naden. Hockey, volleyball, badminton and bowling made up the pre-Christmas schedule, with basketball, swimming, .22 rifle shooting and a second half of hockey commencing in January.

Medical, Communications and ND clinched the volleyball title with six straight wins. Supply School "A" was a close second, having suffered but one loss.

Supply School "A" held the favored position in the hockey standings, having won three and tied one of four games. Medical, Communications and ND, Supply Naden and MTE were bunched in the runner-up spot with two wins and one loss each.

Two Tied for Top In Stadacona League

Supply and MTE moved out in front in the early stages of the Stadacona inter-part hockey league schedule, winning four games in as many starts. AB Raymond Johnson was one of the Supply team's leading stars while PO Kenneth Guertin and PO Roy Konrad were outstanding for the MTE.

Navy Makes Slow Start In Victoria League

The RCN hockey team got off to a slow start in the Victoria Commercial

League, posting only one win and a tie in its first five games.

In the league opener the Army defeated the favored Navy team 4-1

in a crushing, penalty-studded game. All Army goals were scored while Navy players were cooling their heels in the penalty box and left little support for Goalie Ordinary Seaman Robert Maud.

In their second game RCN tied with Victoria Merchants 2-2.

The sailors' win came when they defeated Victoria Vics 4-0. The team coach, PO Norm Jones, took to the nets for this fixture and got the credit for the shutout.

The fourth game was a return engagement with the Army and was a repetition of the first, even to the 4-1 score.

The fifth game went to Victoria Merchants by a 5-2 score.

Only four of last season's champions are with the RCN team this season. They are Ldg. Sea. Neil Standley, PO Doug Johnson, PO D. Mackay and Ldg. Sea. Delmar Brown. Others who have played on the Navy team in earlier years include PO Norm Jones, AB Ted Audette, PO Archie McLean and AB John Olsvie. Newcomers are Ldg. Sea. V. Larder, Able Seamen C. Smith and J. Haugh and Ordinary Seamen Robert Maud, R. Fegg, Joe Weed, Clarence Fraser and Cyril Gill.



Two Observer's Mates in the Magnificent don't believe in the meteorological techniques of Metman Gene Duret, of Victoria, centre. They prefer to rely on a bottle of shark oil given to the ship some time ago by natives in Bermuda. If the oil stays clear, the weather will be fine; if it becomes cloudy, a storm is coming up. Holding the bottle is AB H. A. LeGard, of Pickering, Ontario. At the left is AB Harry Sully, of Mount Forest, Ontario. (MAG-4216).



A challenge trophy for individual revolver competition in the Pacific Command of the RCN has been presented by Henry Birks and Sons Ltd. Commodore K. F. Adams, Commodore of the RCN Barracks, Esquimalt, receives the trophy from C. J. Williams, manager of Birks' Victoria branch. (E-20041).

Sinbad, The Saluting Spaniel

Two dogs in the Atlantic Command, "Stand-Easy" at Stadacona and "Newfie" at Shearwater, who successfully held the limelight for several years, have had to move over to make room for another Navy-owned canine celebrity.

The newcomer is "Sinbad the Sailor", a silky-coated black cocker spaniel owned by Lieut.-Cdr. John B. Bugden, the Reserve Training Commander at Stadacona. Sinbad's trademark is a snappy right forepaw salute delivered at the slightest coaxing. When he crosses the brow of a warship and does his stuff, he has the ship's company figuratively eating out of his paw.

The story about something like that gets around and Sinbad is a favorite of Halifax naval men serving as far away as Korea. He became so well known while his master was staff officer at HMCS Donnacona that the personality pup was frequently in the "On Parade" column of Bruce Croll in the Montreal Gazette as "acting, probationary, temporary, unpaid, non-qualified, second class petty officer Sinbad." Cartoons of Sinbad in sailor garb as the hero of various surprising exploits regaled Croll readers.



Sinbad does his stuff.

Page thirty-two

The Halifax Mail-Star featured him on its city page with a story about "Sinbad—a sailor without a ship" and a picture of him throwing one of his famous salutes.

Both Stoker Stand-Easy and Sinbad may visit the Chief and Petty Officers' Mess in Stadacona, but so far there have been no reports of the two of them resorting to violence. Maybe Stand-Easy is resting on his laurels and vast seniority over the latest wonder.

MAN OF THE MONTH

(Continued from Page 8)

made haste to the old home town, Ottawa, and married the former Marie Landriault. "Hurch" and his bride returned to Halifax, set about the task of establishing a home, and the groom rejoined his ship.

There wasn't much time to get used to home life. In September of that year he was drafted to stand by the Iroquois, which commissioned the next month. There followed a long and hectic work-up period and evaluation trials in Norfolk for the ship's new AA system. April 21, 1952, saw the Iroquois steam out of Halifax, bound for the Korean war.

Now the ship is on her way back to Halifax and the sooner she gets there the happier "Hurch" will be. Having had another taste of war, he intends to devote a lot of time to learning something of home life and being the father of a daughter.

Divers Meet The Strangest People

The Chief will never know whether the visitor from the briny was showing a professional interest in his work or was more attracted by his flavor. He got out of there too fast.

CPO Robert Wigmore, a naval diver, was working near some pilings, 30 feet below the surface of Esquimalt Harbor, when he felt a gentle tapping on his shoulder.

He turned, he looked and he yelled—and what he yelled indicated he wanted to be back aboard the diving tender in a hurry.

Clinging to a piling with five of its eight six-foot tentacles was an octopus. The other three sucker-covered tentacles were groping through the murky water in the direction of the Chief.

Safe aboard the diving tender, CPO Wigmore was assured by a dockyard matey that the octopus would have done him no harm.

Did the dockyard worker take up the Chief's offer of a diving suit to go down and meet the eight-legged visitor? No.

Pacific Command Stages Successful Bond Drive

Ships and establishments of the Pacific Command, including naval divisions from Port Arthur west, exceeded by nearly \$30,000 the quota set for them in the 1952 Canada Savings Bond campaign.

At that, the Pacific Command total did not include results of sales in HMCS Ontario, which was still away on her South American cruise when the final score was reported.

The 1952 figure for bond sales to personnel of the Pacific Command amounted to \$351,300, topping by more than \$90,000 the previous record, set last year when West Coast naval personnel purchased bonds to the value of \$260,550.

Individually the figures are impressive. The Naval Radio Station at Churchill, Manitoba, subscribed 828.6 per cent of its quota while HMCS Chippawa, the Winnipeg naval division, reached 675 per cent. The Korea-bound Athabaskan showed the way in the fleet. With a goal of \$14,000 the destroyer men bought bonds totalling \$25,050 in value prior to sailing for the Far East on October 29.

Chief Organizer of bond sales in the Pacific Command was Lieut.-Gdr. (S) J. W. McAndrew, of the Supply Department, HMC Dockyard, Esquimalt.

OFFICER SLATE ELECTED BY OTTAWA NOAC

Harold H. Durham was elected president at the annual meeting of the Ottawa Branch of the Naval Officers' Associations of Canada.

Other officers elected were: Vice-president, William Stody; secretary, Robert McKenna, and treasurer, R. F. Wood.

On the opposite page is a reproduction of the Crossing-the-Line certificate designed and drawn for HMCS Ontario by Commander H. W. S. Soulsby, RCN, Ret'd., to commemorate the cruiser's crossing of the Equator on her voyage around South America last fall. The route and dates shown on the certificate are those which were originally scheduled. Later dropped from the ship's program were the calls at La Guaira, Venezuela, and Cartagena, Colombia. In no way, however, did this affect the validity of the certificate, which will be a prized possession of those who qualified as "shellbacks" on the Ontario's cruise.

H.M.C.S. ONTARIO

SOUTH AMERICAN CRUISE

September-December

1952



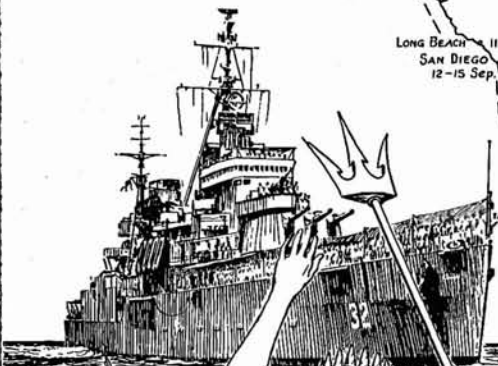
ESQUIMALT
Sailed 8 Sep.
Returned 16 Dec.

LONG BEACH
SAN DIEGO
12-15 Sep.

We have noted with pleasure that Her Majesty's Canadian Ships have become more frequent visitors to Our Domains. So We are delighted to have welcomed H.M.C.S. ONTARIO to the Southern Hemisphere. We have speeded her on her way South and through the Straits of Magellan, and have blessed her with fair winds favorable currents and such other amenities as Our bounty doth afford. Furthermore, it shall be the happy duty of all Mermaids, Mermen, Vereids, Dolphins, and other Our faithful sea-servants to render her voyages adventurous and profitable to Our Beloved and Trusty Brother Captain E.P. Tisdall, C.D., R.C.N. and his gallant officers and men.

THIS CERTIFIES that

CROSSED THE LINE
in H.M.C.S. ONTARIO
in Longitude 80° 54' W.
27th September 1952



Neptunus Rex



ONTARIO east-bound 1952



RAINBOW west-bound 1910

STRAITS OF MAGELLAN



The CROWSNEST



Vol. 5 No. 4

February, 1953



The CROWSNEST

Vol. 5 No. 4

THE ROYAL CANADIAN NAVY'S MAGAZINE

FEBRUARY, 1953

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LADY OF THE MONTH

With welcoming aircraft from HMCS Shearwater overhead and her paying off pendant streaming far to starboard, HMCS Nootka steams into Halifax harbor to become the first Canadian destroyer to circumnavigate the globe.

The Nootka reached Halifax last December 17, after an absence of almost a year. In that period the ship steamed thousands of miles on Korean patrol duty and took part in some of the hottest exchanges of fire between ship and shore that Canadian destroyers in the Far East have experienced.

* * *

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

This they may do by sending an order to the Naval Secretary, Naval Headquarters, Ottawa, attention Photographic Section, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

Sizes, finish and the new National Defence standardized prices, follow:

4 x 5 (or smaller) glossy finish only . . .	\$.10
8 x 10 glossy or matte finish50
11 x 14 matte finish only	1.00
16 x 20 " " "	3.00
20 x 24 " " "	4.00
30 x 40 " " "	8.00

*When the ship that is tired returneth with the signs of the sea showing plain,
Men place her in dock for a season, and her speed she reneweth again.*

These lines from Hopwood's Laws of the Navy were suggested as the title for this month's cover picture, which shows HMCS Crusader in drydock at Yokosuka, Japan.

The Crusader's "season" was brief, only two docking days being granted for the repair of the ship's asdic dome and inspection of the hull after seven months' exposure to salt water.

The photo was taken at 0400 by PO R. W. Reid, naval photographer serving in the Crusader, who used a 30-second time exposure at an F16 stop and popped a large-sized flashbulb (No. 22) to fill in the shadows. (CU-339).

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R.C.N. News Review

RCN to Take Part In Coronation, Review

The Royal Canadian Navy will be represented along with the other armed forces of Canada, in the Coronation program on June 2, but the most spectacular naval contribution to the ceremonies will come nearly two weeks later at the Spithead Review.

In the Coronation procession and lining the route of the parade near Canada House on June 2 will be 736 uniformed officers and men of the Canadian armed services. Among them will be 78 members of the RCN and 45 members of the Reserve.

Personnel, active and reserve, will be selected on the basis of service records, with preference going to those who have received awards on active service. Physical condition, appearance and the representation of different parts of Canada will be other factors. Nursing officers and Wrens will be eligible for selection.

On June 15, Her Majesty the Queen will review the fleets of the Commonwealth at Spithead. The

presence of HMC Ships Magnificent, Ontario, Quebec, Sioux, La Hullose and Swansea will give more than 3,000 officers and men ringside seats at the naval review.

Haida Becomes Train-Buster Too

A train-busting foray by HMCS Haida topped the operational news from Canadian destroyers in the Korean war theatre.

The Haida's chance to join the Train Busters' Club, of which the Crusader is already a charter member, came in the early hours of December 19.

It was the last night of the patrol and the ship's company was at action stations when a northbound train came into sight, without warning, at 2.59 a.m.

For six minutes the Haida's guns blasted the train and then stopped to let the smoke and dust clear. The target was stopped cold in the open.

The Haida continued to pound train and track for nearly an hour.

When action was broken off at 4.30 a.m., ten shattered freight cars were in sight and the railway line was cut. The locomotive had presumably escaped into a tunnel.

The next day the Haida headed south to spend Christmas in Japan with the Athabaskan and Crusader.

Ship's companies of the three destroyers were fortunate in that operational commitments permitted them to spend Christmas in port in Japan rather than on the bleak coasts of winter-bound North Korea, though the Athabaskan's schedule required her to put to sea before the day was over.

Training Cruise Program Begins

Ships from both coasts are well into 1953 training programs this month.

HMC Ships Beacon Hill and Antigonish, which sailed from Esquimalt January 19, began a three-day visit to Pearl Harbor February 2, after which they exercise for a week at nearby Kealakekua Bay. The two frigates will leave for home February 13 and are due back in Esquimalt February 22.

On the Atlantic side, HMCS Huron sailed from Halifax January 17 on a month's "shakedown" cruise. The destroyer visited Miami, Florida, February 3-5 and will work in Bermudian waters February 9-17. She is due back in Halifax two days later.

February will mark the beginning of spring training cruises of HMCS Quebec, which has been in refit at Halifax. After post-refit trials and work-ups, the training cruiser is scheduled to sail for Bermuda February 6. She will leave there nine days later for Port of Spain, Trinidad, where she will visit from February 25 to March 2.

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, will embark in the Quebec February 6 and will sail in the cruiser to Bermuda. There he will transfer his flag to the Huron for the return voyage to Halifax.



It was a raw, cold morning when HMCS Iroquois returned to her Halifax home from the Korean theatre, but there was no mistaking the warmth of the greeting given the ship's company by relatives and friends who had turned out to meet them. The Iroquois, first Canadian warship to suffer battle casualties in the war, arrived at Halifax January 8. (HS-23490).

Returning to Halifax March 8, the Quebec will commence a second southern cruise four days later. During the ensuing month, the ship will visit Kingston, Jamaica (March 18-21), New Orleans, La. (March 27-31) and Tortola, Virgin Islands (April 6-10), arriving back in Halifax April 15.

HMCS Crescent was due February 2 in Esquimalt, to mark the end of her days as a destroyer and the beginning of her conversion to destroyer escort design, similar to that of the Algonquin. The ship's company of the Crescent, composed of Halifax Port Division men, will join the Algonquin when she commissions February 23 under the command of Commander P. F. X. Russell. The Algonquin will sail ultimately for Halifax, her future base.

Iroquois Travels 59,000 Miles in Nine Months

Between April 15, 1952, when she sailed from Halifax for the Korean war theatre, and her return to a glad welcome home on January 8, HMCS Iroquois logged 59,000 miles — nearly 34,000 of them on duty in the war zone.

During her absence from Canada on duty, the Iroquois spent 199 days at sea and 63 in harbor. Her four-inch guns fired 2,822 rounds and her new rapid-fire three-inch-50 guns 745 rounds.

The Iroquois took part in 35 bombardments of the enemy coastline.

During a 24-day patrol off the west coast of Korea in September she guided a sea, land and air raid which cost the communists more than 200 killed and wounded and which knocked

out a score of gun emplacements, mortars and heavy machine guns.

On October 2, operating off the east coast of Korea, the Iroquois was hit by a shell from an enemy shore battery. One officer and two men were killed — the first RCN casualties of the Korean war. The destroyer later returned to the area and effectively silenced the battery.

Ports visited by the Iroquois between her departure for the Far East and her return included Kingston, Jamaica; Balboa, Canal Zone; Manzanillo, Mexico; Long Beach, California; Pearl Harbor, Hawaii; Guam and Kwajalein Islands; Sasebo and Kure, Japan; Hong Kong; Esquimalt, B.C., and Bermuda.

Hamilton Chosen For New Command

A naval command familiar to many officers and men of the wartime navy will be back in business in March, but at a new location. The Commanding Officer Naval Divisions, who was established in Toronto during the Second World War, will now be located in Hamilton.

The present staff of the Director of Naval Reserves in Ottawa will transfer to temporary quarters on the top floor of the barracks block at HMCS Star and will be incorporated in the staff of COND.

Captain Angus G. Boulton, at present Director of Naval Reserves, will be appointed acting COND and be in command until the arrival on April 27 of Commodore Kenneth F. Adams, who has been appointed Commanding Officer Naval Divisions. Captain Boulton will then become Chief of Staff to COND.

Flamborough Head Now Cape Breton

Bearing the name HMCS Cape Breton, the 10,000-ton former escort maintenance vessel Flamborough Head was commissioned at Halifax on January 31.

In keeping with her role of apprentice training ship, the Cape Breton's first and second in command are engineer officers. They are Commander (E) Edward N. Clarke, commanding officer, and Lieut. (E) D. E. Galbraith.

The 52 apprentices in the first class will study, eat and sleep on board the Cape Breton for most of the 39-month course ahead of them. Within the next three years it is hoped to increase the number under training in the ship to about 150.

The Cape Breton is the second ship of that name in the Royal Canadian Navy. The first, a frigate, took part in the Battle of the Atlantic and the invasion of Normandy.

BUSY YEAR FOR WALLACEBURG

Though their duties are such as seldom to bring them before the public eye, the "little ships" of the fleet work just as hard and do as important a job, relatively speaking, as the big fellows.

Typical of these is the Halifax-based Algerine minesweeper, HMCS Wallaceburg. On commencing her current annual refit, the Wallaceburg checked back over her record for the preceding year and came up with the following:

Employed almost entirely on training duties, the ship spent 192 days at sea, in the course of which she steamed 28,507.5 miles.

Ammunition expenditure included 412 rounds of 4-inch, 15,000 rounds of Oerlikon, 508 hedgehog projectiles and 87 depth charges.

Officers, cadets and men embarked for training totalled 211.

Anti-submarines exercises were conducted with seven different submarines—three British and four American. Additional exercises involved ten days with a USN Mine Force at Charleston, S.C., and similar periods with a USN Submarine Force at New London, Conn., and with HMS Sparrow, HM S/M Alcide and USN aircraft in the Bermuda area.

On several occasions, too, the ship exercised with aircraft from HMCS Shearwater and RCAF Station Greenwood and with other ships of the Atlantic Command. During Exercise Cordex, which tested the defences of Halifax, the Wallaceburg was senior ship successively of an anti-submarine force, a minesweeping flotilla and a close escort group.

During the year the Wallaceburg visited Bermuda seven times, Saint John, N.B., and St. John's, Nfld., three times and paid single calls at Nassau, BWI, Charleston, New London and Boston.

On a special assignment, the Wallaceburg took the Lieutenant-Governor of Newfoundland to 20 outposts along the south coast of the province.

Admiral Mainguy to Visit Ships in Korean Waters

Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, will fly to the Far East shortly to visit the three Canadian destroyers on operational duty in Korean waters. He will be absent from Naval Headquarters for a month.

Admiral Mainguy will embark in HMCS Athabaskan to view operations off the east coast of Korea and, eight days later, will fly to Seoul to visit Canadian troops serving with the 1st Commonwealth Division.

He will next spend four days on board HMCS Haida witnessing west coast operations, returning to Japan on board HMCS Crusader.

Admiral Mainguy will visit the UN base at Sasebo and the Commonwealth base at Kure. During the closing days of his tour, he will inspect leave and recreational facilities in Tokyo.

THE 'BONES' OF DEADMAN BAY

by R. A. P.

Mighty Warships of 1812 War Buried Beneath Waters of Kingston Cove

UNDER the waters of a little cove near Kingston, Ontario, lie the hulks of great warships built during the War of 1812 to defend Canada against American attack. The bay is now known as Deadman Bay because of an accident which occurred on September 12, 1846, when a boat carrying workmen from near-by Cedar Island foundered in high waves sweeping in from Lake Ontario. Seventeen or eighteen men were drowned; six others saved themselves by swimming a few hundred yards to shore. Hamilton Cove, in which the unfortunates met their death, was already at that time the grave of a part of the 1812 fleet. Renaming it Deadman Bay was therefore not inappropriate.

According to local tradition, the vessels were sunk in the bay because of the Rush-Bagot Agreement of 1817 between Britain and the United States which limited the rival navies on Lake Ontario to one gun-boat of 100 tons carrying one gun. It is also popularly believed that the ships were sunk in

such condition that they could be raised again if needed to ward off another attack. Another version, often repeated even in reputable history books, is that the Rush-Bagot Agreement and the sinking of the ships inaugurated the "undefended frontier" between Canada and the United States.

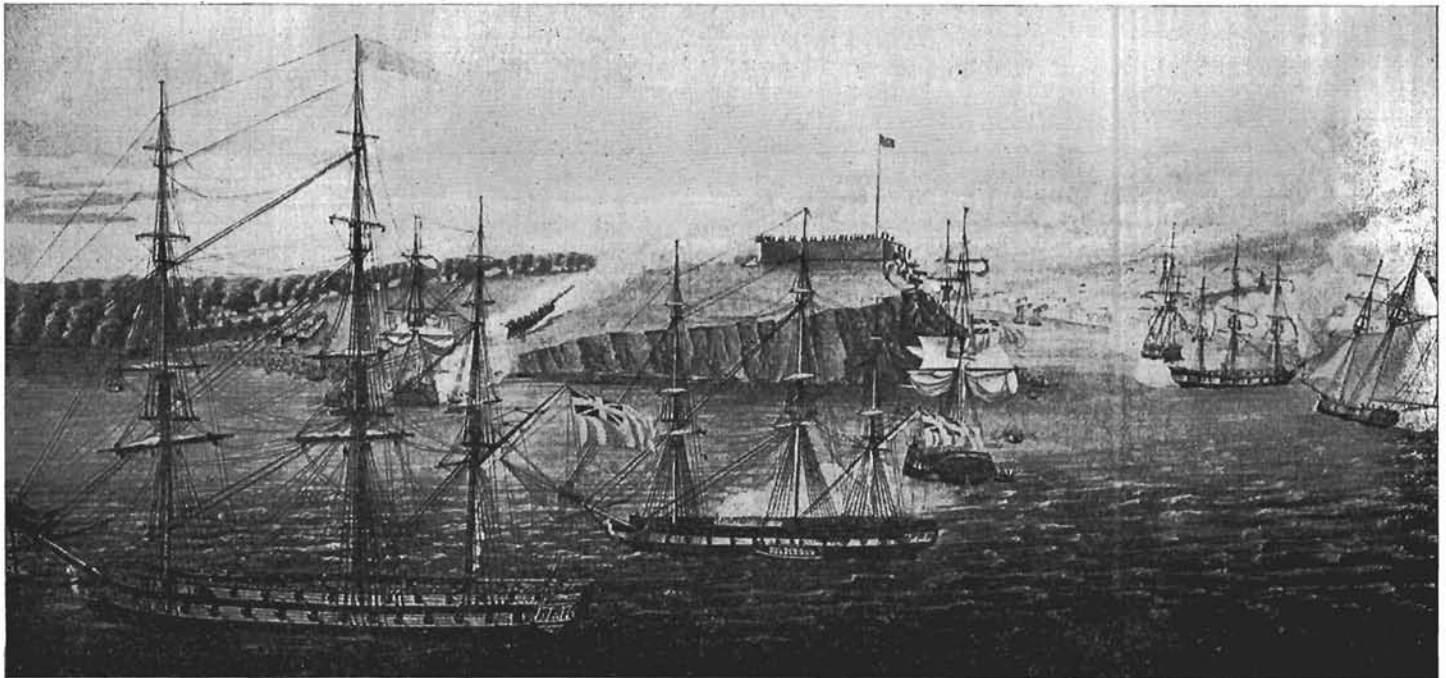
This latter statement has been demonstrated to be false by several recent writers. Furthermore, during the summers of 1951 and 1952, the sunken vessels in Deadman Bay were examined by a diver and his investigation, coupled with more normal methods of historical research, has established that the ships were not sunk to carry out the conditions imposed by the agreement with the United States, that they were not sunk in a condition for raising again if needed, and that in actual fact they were kept in reserve for 20 years in Navy Bay (then called Haldimand Cove) from which the 1812 fleet had operated. Only after they had de-

cayed beyond any possibility of useful service were the water-logged hulks of those vessels which had survived towed around Point Henry into Hamilton Cove for sinking.

The investigations of 1952 also established the probable identity of the vessels which still lie in Deadman Bay. Furthermore, they have led to the recovery of an early nineteenth century boat which is believed to be that in which the 17 workmen met their death.

* * *

The 1812 navies on Lake Ontario, although completely cut off from the sea, conformed in design and size with the ships then being built for ocean warfare. The war on Lake Ontario was a "ship-builder's war." The preservation of a "fleet-in-being" to guard the line of communications on Lake Ontario was so important to both British and Americans that neither fleet was prepared to risk action except on definitely advantageous terms.



The powerful, but rarely used, British fleet on Lake Ontario is shown here in the attack on Fort Oswego on May 6, 1814. The engraving was drawn by Lieut. John Hewitt, of the Royal Marines, who at a later stage in the action climbed the flag pole and tore down the American colors. In the left foreground is the flag ship, the Prince Regent (60 guns), with the Charwell inshore firing pointblank at American troops. The other ships are the Princess Charlotte (43 guns), the Star, the Montreal, the Niagara and the Magnet.

Meanwhile, as the advantage alternated from one to the other, the rival commanders, Commodore Isaac Chauncey, USN, and Commodore Sir James Yeo, RN, sought to out-build each other. The result was the growth of fleets and ships so large that the naval historian James stated, with pardonable exaggeration, that if the war had continued much longer there would have been no room to manoeuvre on Lake Ontario.

When the war came to an end at the close of 1814, the British fleet on the lake consisted of the following ships: *St. Lawrence* (112 guns*), a first-rate three-decker that was bigger than her more famous contemporary the *Victory*; three frigates, *Prince Regent* (60 guns), *Princess Charlotte* (43 guns) and *Psyche* (54 guns); two ship-rigged sloops-of-war, *Wolfe* (23 guns) and *Royal George* (22 guns); and several smaller brigs and schooners. Furthermore, Yeo had on the stocks nearing completion two more first-rates, very similar in size to the *St. Lawrence*, which were named *Wolfe* and *Canada*.

The construction of this fleet had been undertaken by Britain at great cost in the Kingston dockyard alone. In addition, the *Psyche*, a relatively large "fir-built" frigate, had actually been constructed in England and transported in frame up the River St. Lawrence, a feat which involved dragging her across long portages and which is said to have cost the British taxpayers some £300,000. The Admiralty had chosen this course because their Lordships were convinced that there was no more white oak of suitable size near enough to Kingston for use in building more big ships. They were also probably aware that there was a chronic shortage of shipwrights in the dockyard. Sir James Yeo, however, managed to build the three first-rates despite all these handicaps.

Visitors who came to Kingston in the years after the war regularly commented on the folly of the British Admiralty in sending a ready-built ship at such great cost to a land full of timber. Gradually the story was embroidered. It was said that the *Psyche* had been sent complete with water-casks when all that was necessary was to cast a pail over the side; and it was even stated that she carried an apparatus for distilling salt-water!

For several years after the Rush-Bagot Agreement was signed in 1817,

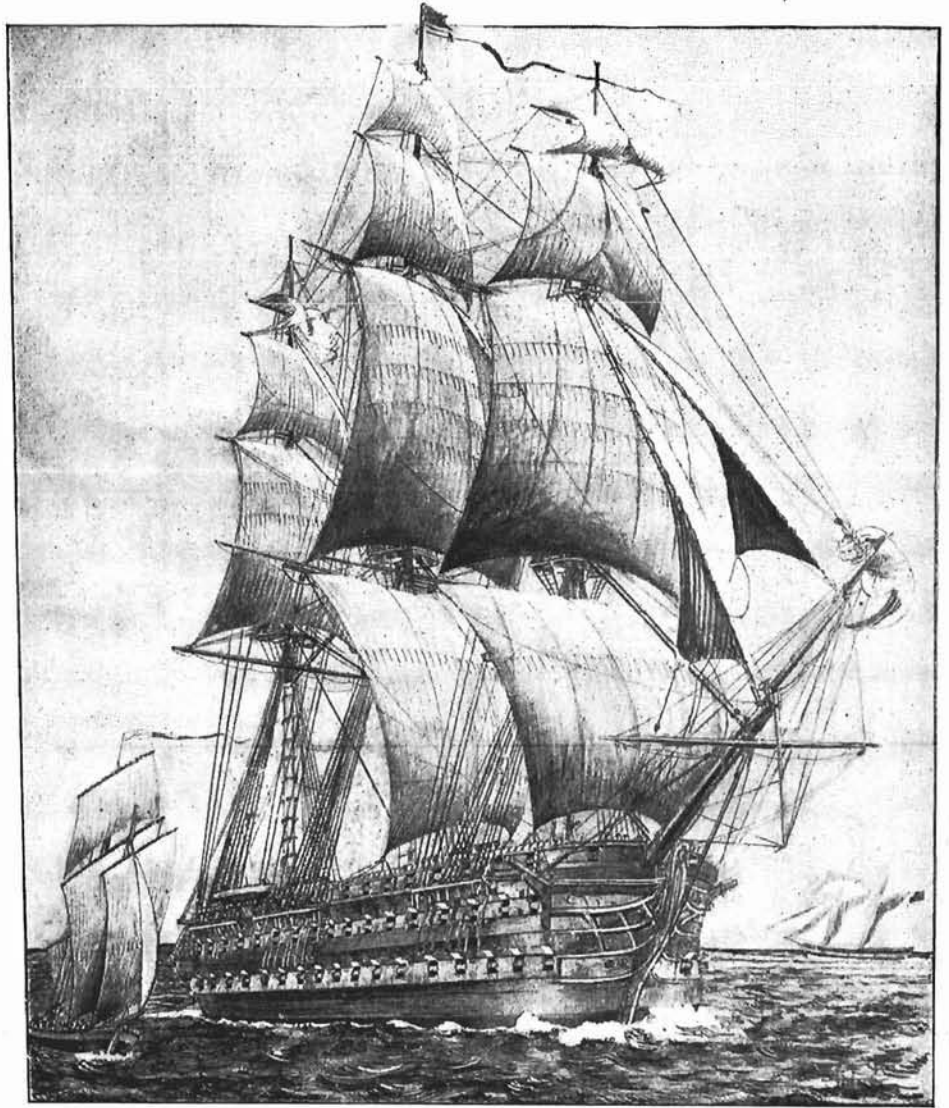
*The official rating of guns given in contemporary navy lists differed considerably from the number of guns actually carried. The figures given herewith are the maximum number the ships are known to have carried.

the Admiralty spent £10,000 a year to keep this great fleet in a state of readiness. Some of the older and smaller vessels were already un-serviceable; but the greater part of the fleet was laid up "in ordinary" (i.e. in reserve). Three or four of the ships, including the great *Psyche*, which had been launched on Christmas Day, 1814, and had probably never made her maiden voyage, were hauled out of the water on slipways and were stripped down to their frames for better preservations.

The remainder lay in Navy Bay. A great limestone warehouse was built to store their rigging and gear. This building, which is now a dormitory of the Royal Military College, is still known as the "Stone Frigate"

because of its connection with the 1812 fleet.

By 1827 it was realized that the big ships had decayed so much they would never again be fit for service. They had been constructed hurriedly of green timber and the fresh-water was alleged to be even worse than salt-water for causing "worm". Furthermore, there was now only £6,000 a year allocated to the Kingston Dockyard. As a result of all these things the Naval Commissioner, Commodore Robert Barrie, one of Nelson's fighting captains, was compelled to inaugurate a new policy in 1827. For the first time since the Rush-Bagot Agreement was signed ten years earlier, he commissioned the gun-boat allowed to Britain by its terms. Now

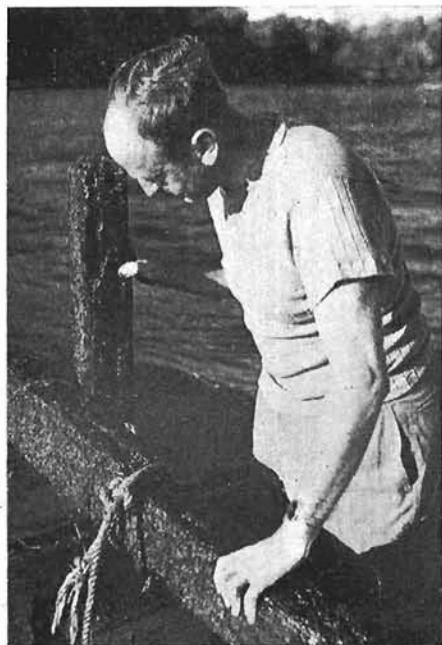


Crowning product of the "shipbuilders' war" on Lake Ontario during the War of 1812-14, HMS *St. Lawrence* was a three-decker of 2,300 tons, mounting 112 guns and manned by a ship's company of 1,000. Launched in October 1814 at the Kingston Navy Yard as the flag ship of Commodore Sir James Lucas Yeo, she quickly cleared Lake Ontario of enemy shipping and forced the Americans to evacuate the Niagara Peninsula. She was built at a cost of nearly £500,000 and was sold years later for £25 to be used as a wharf at Kingston. This picture was drawn by C. H. J. Snider of Toronto, from Admiralty lines of the ship, for his forthcoming book "His Majesty's Provincial Marine, 1755-1813".

big ships could not be built; but he had ten more gun-boats on the stocks which his workmen kept in good repair. While keeping within the terms of the agreement, Barrie was obviously maintaining as strong a naval force on Lake Ontario as his means and the agreement allowed.

With the victory of the Whigs in 1830, however, even this modest naval policy was abandoned. Between 1832 and 1836 the ships in the dockyard, both old and new, were put up for auction. The dockyard itself was officially closed down in 1835.

The big ships were offered first. Only one bid was received. A local merchant obtained the *St. Lawrence* (which had cost nearly half a million to build) for a paltry £25. He towed her away to his distillery in Kingston where for many years she served as a wharf. Her keel timbers still lie where she rotted away. The *Wolfe*, one of the first-rates on the stocks, was struck by lightning a few months afterwards and collapsed into a heap of match-wood. The *Canada*, the *Psyche* and other vessels on the stocks and slips were in very decayed condition and appear to have been pulled to pieces during the thirties. One of the smaller vessels on the stocks, however, the *Netley*, which had been built in the first year of the war, was recommissioned as the depot ship



The author of the accompanying article, Dr. R. A. Preston, professor of history at Royal Military College, examines two timbers from HMS Prince Regent, still held together by a hand-wrought spike, brought from the bottom of Navy Bay at Kingston.



In September 1846 a boat carrying workmen sank with the loss of 17 or 18 lives in what has since been known as Deadman Bay at Kingston. The first men aboard what is believed to be the same bateau in more than 100 years were CPO C. A. Vaughan, of HMCS Catarauqui, and Cadet R. S. Bigelow, of Royal Military College, who is seen rescuing pieces of the boat torn loose by salvage operations. (George Lilley Photography, Kingston).

Niagara during the rebellions of 1837-8 and was thus the last of the 1812 fleet to see service.

Meanwhile the hulks in the water were rotting away. Their water-logged timbers smelled badly, and the "noxious effluvia" was at one time suspected of causing a cholera epidemic. At some time within a few years of the closing of the dockyard, two or three of the old ships were towed around Point Henry to Hamilton Bay and there sunk. The remainder lay water-logged in Navy Bay and their ribs were visible within the memory of people still alive.

The winding-up of the dockyard and fleet did not, however, bring into being the "undefended frontier". On the contrary it inaugurated a period of fortification building. In that year 1832, in which the great ships (the "bulwarks of our province and an object of universal curiosity to travellers," as a Kingston newspaper called them) were put up for auction, Britain opened the Rideau canal. This great military waterway was built to connect Lake Ontario and the Ottawa river and so to enable troops to pass from the ocean to the lower Great Lakes without traversing the international section of the St. Lawrence.

The canal's mouth was at Kingston, close to the old dockyard. Hence the fort which had been built on Point Henry to protect the dockyard on Point Frederick was replaced between 1832 and 1836 by a much more formidable work whose primary purpose was to defend the entrance to the Rideau canal.

Nor was this all. In 1846, when the crisis over the possession of Oregon seemed likely to plunge Britain and the United States into war, four great martello towers were built at Kingston. It was while returning from their work on the Cathcart Redoubt on Cedar Island that the 17 workmen met their death in September of that year.

Thus from 1815 to 1832 the main defence of Upper Canada was a British fleet on Lake Ontario, the Rush-Bagot Agreement notwithstanding. For a generation after 1832, land works took the place of the abandoned fleet.

* * *

The recent investigation of the condition of the two vessels left in Deadman Bay shows that in some places the sides of the ships stand up six to eight feet from the silt. Their decks have collapsed into their holds.

(Continued on Page 32)

CANADA CALLS AT SINGAPORE

To Canadian Colony,
Visit of Nootka
Was Great Occasion

(The following was contributed to *The Crow'snest* by Mrs. G. F. W. Hudson, formerly of Victoria, whose husband, a former lieutenant, RCN(R), is now with a shipping company in Singapore).

A small group of Canadians in far-off Singapore were back at home for a day in November. As they stepped on board HMCS Nootka, their exile was briefly over, and the sight of the Canada flash on the shoulders of the husky sailors was something very special and nostalgic.

This visit of the Nootka was the first of any Canadian warship to the port of Singapore, and she was also setting another record for the RCN by being the first of our destroyers to circle the globe.

We Singapore Canadians celebrated this event with a party for the crew of the Nootka. At this happy gathering we met sailors from such far distant



En route to Singapore, on her way home from the Far East, the Nootka contrived to cross the Equator, thereby qualifying all her crew as "shellbacks." King Neptune (Lieut. A. R. McClung) and Queen Amphitrite (Lieut.-Cdr. F. P. R. Saunders), assisted by the usual crowd of courtiers, presided over initiation ceremonies to which all "tadpoles" were subjected. Here one of the "Bears" (PO Walter Fall) administers another "pill" to CPO Bob Henry during the latter's initiation. (NK-1790).

points as Whitehorse, Esquimalt, Calgary, Vancouver, Windsor, Peterborough, Toronto, Montreal and Halifax. They looked very fit and smart in their tropical uniforms and we pointed them out with pride as "our boys".

CPO Murray Kayes of Halifax was noted to have the most luxuriant beard and CPO Joe Hilary of Abbotsford, B.C., to have one of the best of singing voices. Another musician to add gaiety to the party was PO Howard (Doc) Bailey, who told us

of the baby son he would soon be meeting for the first time. Young Joe O'Reilly of Ottawa was laughing with excitement at the thought of being home for Christmas, and PO Douglas Cole talked of Christmas at home in the ranching country near Calgary. A vivid description of the Neptune ceremony as the Nootka crossed the line en route to Singapore, was related by Petty Officers Bert Seely of Halifax and Leonard Crippon of Windsor.

With Colombo as her next port of call, the sleek and graceful ship glided away from the Singapore naval base on November 19. On the jetty waving their farewells to those new friends from home were the Canadian Trade Commissioner, Mr. Don Armstrong of Toronto, with his wife and two small daughters; Mr. and Mrs. Pete Quentin and Mr. and Mrs. Ted Webb, also of Toronto, Mr. and Mrs. J. B. MacMillan with their daughter, Mrs. C. Pettigrew, from Hamilton, while representing the west were Mr. and Mrs. Andy Andrews of Vancouver and Mrs. Fred Hudson of Victoria.

As she swung in the channel, the last rays of tropic sun glistened on the scarlet Maple Leaf on the grey stack, a brave sight to salute as HMCS Nootka headed into the Straits of Malacca bound for home.



Mr. and Mrs. Ted Webb of Toronto and Mr. and Mrs. "Andy" Andrews of Vancouver, members of the Canadian colony in Singapore, stop to examine the Nootka's badge while being shown around the ship by CPO Joe Leary of Abbotsford, B.C., and Halifax. (NK-1795).



OFFICERS *and* MEN



Ten are Cited for Korea Service

The Canada Gazette of December 20 announced that Her Majesty the Queen had been pleased to approve awards to ten officers and men of the Royal Canadian Navy for their services in Canadian destroyers in the Korean war theatre.

The list was the longest yet in the total of 33 awards made to Canadian naval personnel who have served in the Korean war.

The awards were as follows:

DISTINGUISHED SERVICE CROSS

Commander Richard M. Steele and Lieut.-Cdr. Donald R. Saxon, CD.

DISTINGUISHED SERVICE MEDAL

CPO Albert L. Bonner, BEM.

MENTION IN DESPATCHES

Lieut. Paul L. S. McCulloch; Lieut.-Cdr. Frank P. R. Saunders; CPO Harry E. Brown; CPO (now

Acting Commissioned Communications Officer) William D. Moyes; CPO Joseph E. Leary; CPO Henry C. Morgan, CD; CPO George E. Vant Haaff, CD.

Commander Steele was in command of HMCS Nootka during the tour of Korean duty from which she returned in December. The citation to his DSC speaks of his "great devotion to duty during long patrols off both coasts of Korea" and "his judgment and bold ship-handling when his ship was under heavy fire off Songjin."

Lieut.-Cdr. Saxon, now executive officer of HMCS Sioux, was in HMCS Cayuga during the period for which his services are recognized. The citation to his DSC emphasized his "devotion to duty during months of the Korean winter whilst acting as Naval Liaison Officer in the islands off the west coast of Korea."

CPO Bonner, who served last year on board HMCS Nootka, has been drafted to HMCS Cornwallis. The

citation to his DSM recalls the occasion, on May 30, 1952, when the Nootka was under heavy fire from eight separate gun positions and tells of CPO Bonner's "calm direction of the communications and continual flow of sound observation of both enemy activity and other ship movements." CPO Bonner won the British Empire Medal during the Second World War and was also mentioned in despatches.

Lieut. McCulloch served for two tours on board HMCS Athabaskan. His mention in despatches is accompanied by a citation which refers to "his skilful application of the techniques of blind pilotage and his sound judgment on the many occasions the ship has carried out night operations in narrow and shoal waters off the enemy coast."

Lieut.-Cdr. Saunders, who served as Executive Officer of HMCS Nootka during her second tour of duty, was praised for his "courage and tenacity while leading inshore operations with the ship's boats."



COMMANDER R. M. STEELE, DSC



LIEUT.-CDR. D. R. SAXON, DSC



CPO A. L. BONNER, DSM

CPO Brown was on board HMCS Cayuga during her 1951-52 tour. He is now on shore duty at HMCS Naden. The citation says he "set an outstanding example in his devotion to duty in working all hours of the day and night, maintaining the Fire Control System so that it was always operational."

Commissioned Communications Officer Moyes, now at Cornwallis, was in HMCS Athabaskan during her second operational tour. The citation to his mention in despatches says: "The high state of efficiency of the Communication Department of HMCS Athabaskan is the direct result of his untiring efforts, and has contributed in no small way to the ship's overall operational efficiency."

CPO Leary spent two tours of duty in Korean waters as Coxswain of HMCS Nootka. His citation refers to "the outstanding attention to duty and the initiative displayed by this man during long periods at action stations in confined and treacherous waters."

CPO Morgan, now at Naden, was in the Korean war theatre for two tours of duty in HMCS Athabaskan in charge of the victualling branch. His mention in despatches was accompanied by a citation that said: "By his outstanding initiative and devotion to duty he set a fine example, resulting in a most efficient organization which contributed in no small way to the overall efficiency of the ship."

CPO Vant Haaff is at present serving at Naden, but was in HMCS Sioux on Korean duty for the period referred to in his mention in despatches. The citation said: "Under circumstances which often required him to work far into the night whenever the ship was in harbor, Chief Petty Officer Vant Haaff has kept HMCS Sioux excellently supplied with provisions." It also observed that his forethought and resourcefulness made it possible for the Sioux to come to the aid of other ships with much-needed provisions during operations in the Taedong Estuary.

Rhodes Scholarship to RCN(R) Officer

Sub-Lieut. (S) Andrew Murray Watson, RCN(R), of HMCS York, has been awarded a Rhodes Scholarship to Oxford University in England for post graduate study.

Sub-Lieut. Watson entered the UNTD of the University of Toronto as a pay writer in November 1948 and was promoted to cadet the following



At the Third Annual Ball held by the Stadacona Chief and Petty Officers' Mess, Commodore H. F. Pullen, Commodore of the RCN Barracks, and Commander A. B. Fraser-Harris, executive officer of Stadacona, chat with members of the executive. Left to right are: Commodore Pullen, CPO R. E. Weaver, 2nd executive member; CPO James S. Bazley, Mess Secretary; CPO Robert Semple, 1st executive member; CPO Thomas A. H. Dicks, Mess President, and Commander Fraser-Harris. (HS-23003).

February. During his summer training periods he served ashore in Stadacona, Naden and Bytown and at sea in the Iroquois and Ontario.

He entered the University of Toronto four years ago with three entrance scholarships and was awarded a scholarship in each of the following years. He graduated last spring with the degree of Bachelor of Commerce and is now working for his Master of Arts degree in economics on a fellowship awarded by the University.

CPO A. A. McGillivray Heads Tecumseh Mess

CPO A. A. McGillivray was elected president of the Chief and Petty Officers' Mess of HMCS Tecumseh, the Calgary naval division, at the recent annual meeting. CPO A. Dean and PO W. M. Neilson were elected vice-presidents.

Two Former "Chiefs" Promoted in Rank

Two chief petty officers of the RCN have been promoted to the rank of Acting Commissioned Officer (Special Branch). They are Commissioned Officers (SB) William Clarence Wilkinson, of Ottawa, and Donovan Clement Filewood, of Victoria.

Mr. Wilkinson entered the RCNVR in April 1931 and went on active service on the outbreak of hostilities in 1939. During the war he served at sea in the corvettes Collingwood and Orillia and the destroyer Sioux and in various shore radio stations and training establishments. He transferred to the RCN in August 1943 and since the war has served on both coasts and at Naval Headquarters.

Mr. Filewood entered the RCN in June 1941 as a boy telegraphist. He served during the war in shore establishments on both coasts and at sea in the Bangor minesweepers Canso and Port Hope and the frigate Longueuil. He is at present serving at Naval Headquarters, Ottawa.

Two Medical Branch Men Receive Commissions

Two former petty officers of the RCN, Donald Arthur Iffe and Robert C. Jones, have been promoted to the rank of Acting Commissioned Officer (Medical Technician).

Commissioned Officer Iffe served in the Royal Navy from 1939 until 1947, entered the RCN as a petty officer in March 1950 and has since served in RCN Hospitals at Halifax and Esquimalt.

Commissioned Officer Jones entered the RCNVR as a sick berth attendant in January 1941. During the war he

served in East Coast shore establishments and in the destroyer St. Clair. Demobilized in 1946, he entered the RCN as a petty officer (radiographer) in September 1949 and, following two months at the naval hospital in Esquimalt, joined the staff of the RCN Hospital at HMCS Stadacona, where he was serving at the time of his promotion to commissioned rank.

Stoker Mechanics Finish MTE Training Course

Stokers' Technical Training Class 158 recently completed courses at the Mechanical Training Establishment, HMCS Naden. The 11 stoker mechanics in the class were Ordinary Seamen Glenn H. MacDonald, Carl J. Berg, Robert J. Stephens, Robert J. MacLaughlin, Victor J. Seguin, William A. Cole, Raymond D. Williams, Ronald B. Coghill, Wilfred Boxell, Howard E. Noa, and Ronald R. Durston.

Naval Storemen Take Supply School Course

Members of a recently graduated naval storemen's class at the Supply School, HMCS Naden, were: Ldg. Sea. Jack Brown, Able Seamen Cyril Rolls, Donald Russell, John Bandoian, Jack Webb, Richard Kidd and Dewain Wickstrom and Ordinary Seamen Norman Jones, William Gibson, Douglas Bowen, Brian Stevenson, Ronald Lovelock and Clarence McMullen.

QR2 Qualifying Course Held in Naden Centre

Members of the second QR2 qualifying course to be completed at the Gunnery Training Centre, HMCS Naden, were Ldg. Sea. David Thomas Turnbull and Able Seamen William J. A. Arthurs, Edward J. Hurrell, Robert D. Gillespie, Stanley Cook, Edward Kenneth Howard, William Guy Fenn, Henry J. Coote and Gordon D. Gurr.

Wartime FEO at Halifax, Cdr. McMaster Dies

Funeral services for the late Commander (E) Samuel McMaster, OBE, RCN, Ret'd, who for more than three years of the war was Flotilla Engineer Officer in the dockyard at Halifax, were held December 12 in Victoria following his death there three days previously.

Born June 2, 1887, on Lisburn Island, County Down, Northern Ireland, Commander McMaster came to Canada as an engineroom artificer in the Rainbow when the RCN was established in 1910. He served during



Members of the 37th Leadership Course for Chief and Petty Officers to be completed at HMCS Cornwallis are pictured above. Front row, left to right: POs Lionel Brownsey and Harold McGowan; CPO Raymond Barringer, instructor; Lieut. Stanley Dee, course officer, and POs George Taylor and Hugo Flock. Centre row: POs Raymond Beauchamp, Gordon Courneya, Thomas Lynch, David Thomson, John Lauzon, Clement Gumbrell, James Reed and Andrew Watson. Rear row: POs Kenneth Strickland, Gerard McLennon, William T. Smith, Gordon McLean, Joseph Lay, Ivar Haugen, Lyle Pico and Philip Davids. (DB-2196).

the First World War as an artificer in both the Rainbow and Niobe and shortly after in the minesweeper Thierval.

Demobilized on October 31, 1919, he joined the Fisherman's Patrol Service next day, serving there until May 1923, when he re-enlisted in the RCN. In 1932 he was made a Warrant Engineer in HMCS Stadacona. Later that year he was transferred to the West Coast, serving at Naden and in the Vancouver.

He was promoted to Lieutenant (E) in 1936 and joined the destroyer Skeena in the same year. At the outbreak of war he was Engineer Officer of HMCS St. Laurent and in this ship sailed from the West Coast to the East in record time. Appointed Chief Engineer of the Dockyard on October 1, 1939, he was promoted to acting Lieutenant Commander (E) on January 1, 1941, and was confirmed in this rank a year later. In May 1942 he was appointed Flotilla Engineer Officer at Halifax. Serving in this capacity for the balance of the war, he was responsible for the efficient repair and maintenance of the hundreds of escort ships which operated out of Halifax during that period. He was promoted to Acting Commander (E) on December 15, 1942, and was confirmed in that rank two years later. Commander McMaster retired from the Service in 1946.

For his wartime service Commander McMaster was awarded the OBE in January 1945.

First Ordnance Technicians to be Trained in RCN

The first Ordnance Technicians of the RCN completed their qualifying course recently in the Ordnance School at HMCS Naden. The graduates were Chief Petty Officers Donald Andrews, Charles Brodie, William Renaud, William Martin, George Corp, Stewart Mein, Gordon Copp, Norman Tapping, John Frost, Peter Rigg, Daird Nelson, Arnold Parkinson, Constant Sansone and Murray Demone.

Visual Communicators Complete Comschool Course

Visual Communications Class CV53 recently completed training at the Communication School, HMCS Cornwallis. Members of the class were Ordinary Seamen Arthur Killby, Jerry Landa, Donald Curry, Russell Wilson, George Friis, Robert McCullagh, George Prokipczuk and Gordon MacDougall.

Ten CPOs Take Course for Quartermaster Instructor

Ten chief petty officers recently completed a Quartermaster Instructor's qualifying course at HMCS Naden. They were CPOs Ernest G. Wooley, Reginald H. Player, Walter M. Graham, Brian N. Inglis, John Rogers, Henry Sylvester, Robert John McLellan, Bruce H. Mancor, Joseph E. Leary and Robert Marshall.

HALF-YEARLY PROMOTIONS

The names of 33 senior officers were contained in the half-yearly promotions list announced December 31.

The RCN was represented by 21 members and the RCN(R) by 12.

The list of promotions follows:

ROYAL CANADIAN NAVY

TO BE CAPTAIN (4)

Commander (Acting Captain) John C. Littler, Chief of Staff to the Flag Officer Atlantic Coast.

Commander (A/Captain) Harold V. W. Groos, Naval Member of the Canadian Joint Staff, London, and Commanding Officer, HMCS Niobe.

Commander Michael G. Stirling, on the staff of the Supreme Allied Commander Atlantic, Norfolk, Virginia.

Commander William M. Landymore, Commanding Officer, HMCS Iroquois.

TO BE CAPTAIN (L) (2)

Commander (L) John Deane, Principal Naval Overseer, Sorel, P.Q.

Commander (L) Frederick T. Gillespie, Deputy Electrical Engineer-in-Chief, Naval Headquarters.

TO BE SURGEON CAPTAIN (1)

Surgeon Commander T. Blair McLean, Deputy Medical Director General, Naval Headquarters.

TO BE COMMANDER (5)

Lieut.-Cdr. Leo P. McCormack, HMCS Niagara on the staff of the Naval Member, Canadian Joint Staff, Washington.

Lieut.-Cdr. Henry W. Moxley, HMCS Niagara on the staff of the Naval Member, Canadian Joint Staff.

Lieut.-Cdr. Donald G. Padmore,

Deputy Director of Naval Training, Naval Headquarters.

Lieut.-Cdr. John P. Dawson, Naval Headquarters on the staff of the Director of Weapons and Tactics.

Lieut.-Cdr. Reginald J. Pickford, HMCS Ontario.

TO BE COMMANDER (E) (3)

Lieut.-Cdr. (E) Leslie E. Simms, HMCS Niagara on the staff of the Naval Member, Canadian Joint Staff.

Lieut.-Cdr. (E) Daniel H. Fairney on the staff of the Director of Naval Reserves, Naval Headquarters.

Lieut.-Cdr. (E) Sinclair A. Miller, HMCS Magnificent.

TO HOLD THE ACTING RANK OF COMMANDER (L) (SSA) (1)

Lieut.-Cdr. (L) Frederick L. Clairmonte, on the staff of the Director of Seaward Defences, Naval Headquarters.

TO HOLD THE ACTING RANK OF SURGEON COMMANDER (1)

Surgeon Lieut.-Cdr. Marcus H. Little HMCS Quebec.

TO BE COMMANDER (S) (3)

Lieut.-Cdr. (S) Sterling R. Hanright, secretary to the Flag Officer Pacific Coast.

Lieut.-Cdr. (S) Peter Cossette, Director of Naval Air Supply, Naval Headquarters.

Lieut.-Cdr. (S) George S. Geddes, Inspector of Supply and Fleet Accounting, Naval Headquarters.

TO BE ORDNANCE COMMANDER (1)

Ordnance Lieut.-Cdr. Martin Beardmore, HMCS Quebec.

ROYAL CANADIAN NAVY (RESERVE) TO BE CAPTAIN (1)

Commander N. V. Clark, HMCS Scotian, Halifax.

TO BE COMMANDER (3)

Lieut.-Cdr. Arthur G. C. Whalley, Commanding Officer, HMCS Catarqui, Kingston.

Lieut.-Cdr. William P. Chipman, HMCS Carleton, Ottawa.

Lieut.-Cdr. John A. MacKinnon, Commanding Officer, HMCS Brunswick, Saint John, N.B.

TO BE ACTING COMMANDER (2)

Lieut.-Cdr. Glen McDonald, Commanding Officer HMCS Discovery, Vancouver.

Lieut.-Cdr. George H. Parke, Commanding Officer, HMCS Star, Hamilton.

TO BE INSTRUCTOR COMMANDER (1)

Instructor Lieut.-Cdr. William C. McRoberts, HMCS Tecumseh, Calgary.

TO BE SURGEON COMMANDER (2)

Surgeon Lieut.-Cdr. Lloyd S. Bower, HMCS Queen, Regina.

Surgeon Lieut.-Cdr. Maurice D. Young, HMCS Discovery, Vancouver.

TO BE ACTING SURGEON COMMANDER (2)

Surgeon Lieut.-Cdr. John R. Moore, HMCS Donnacona, Montreal.

Surgeon Lieut.-Cdr. David J. Breithaupt, HMCS York, Toronto.

TO BE CONSTRUCTOR COMMANDER (1)

Constructor Lieut.-Cdr. Sturton M. Davis, HMCS Donnacona.



CAPTAIN J. C. LITTLER

CAPTAIN M. G. STIRLING

CAPTAIN W. M. LANDYMORE

CAPTAIN (L) JOHN DEANE

LOWER DECK PROMOTIONS

Following is a further list of promotions 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.

AQUANNO, Frank.....	P1A02	HEALEY, Raymond J.....	LSCK1	NEWTON, Douglas F.....	P1PW2
ARROWSMITH, John H.....	P1MA2	HELLIWELL, Reginald J.....	C2AW3	NICHOLSON, Douglas J.....	LSAW1
ARSENAULT, Gregory J.....	LSPW1	HENLEY, Richard R.....	LSCK1	NICKERSON, Thomas S.....	LSSW1
		HILL, Arthur R.....	LSCR1	NOON, Victor H.....	C1SW3
BANKS, Beverley W.....	LSCK1	HINES, John L.....	C1RR4		
BARNES, Brian R.....	P1SW2	HODACSEK, John.....	P2AW2	O'LANEY, Ranney S.....	LSSW1
BENN, Carl E.....	P2NS2	HODGKIN, William P.....	C2AW3	OLSVIK, Alvin R.....	P1NS2
BISHOP, Paul A.....	C1AW3	HOLNESS, David E.....	LSAA1		
BLATHWAYT, William C.....	C1AW3	HOTCHIN, Robert H.....	P1MA2	PANTELUK, William.....	LSCR1
BOHN, Thomas E.....	LSCV1	HOUNSELL, Llewellyn.....	LSSW1	PAQUETTE, Gaston J.....	LSSW1
BOLDUC, Joseph M.....	C1NS3	HOWE, Gilbert W.....	C2CV3	PARENT, Roger.....	LSSW1
BOTTEN, Herbert C.....	C2BD3	HUBER, John W.....	C2AW3	PAUL, Douglas F.....	LSAC1
BOUTIN, Joseph A.....	LSSW1	HUGHES, Frederick G.....	LSMA1	PEARSON, Ernest C.....	LSCV1
BREAKELL, Robert G.....	P1LA3	HUGHES, John M.....	LSSW1	PETTIGREW, William E.....	C2VS3
BROWN, Charles W.....	LSBD2	HUGHES, Leslie J.....	C1LA4	PHILLIPS, John J.....	LSAW1
BROWN, Douglas J.....	P1CK2	HURRELL, Edward J.....	LSQRS	PIETTE, Yvan J.....	LSSW1
BROWN, Francis J.....	P2SW2	HYNDS, Neil A.....	P1ER4	POLICH, Stanley V.....	LSPW1
BROWNLEE, William C.....	LSCK1			POLLOCK, Stanley A.....	LSNS1
BRUCE, Donald E.....	LSCR1	JACKSON, William F.....	LSAW1	POSIAK, Paul.....	LSMA1
BRYSON, Richard F.....	P1VS2	JACOB, William A.....	LSCK1	POTTER, Kenneth I.....	C2CR3
BYRNE, John M.....	LSPW1	JENKINS, Donald H.....	P1VS2	POULTON, Geoffrey.....	P2CR2
		JENSEN, Douglas C.....	LSSW1	PREECE, Cyril G.....	C1CK3
CAMPBELL, John D.....	LSVS1	JOHNSON, Robert.....	P2SW2		
CAMPION, Arthur A.....	C2NS3	JONES, Rolland C.....	LSNS1	QUENNEVILLE, Raymond J.....	LSSW1
CARMICHAEL, Robert J.....	P1CK3	JONES, William G.....	C2SW3		
CASTLES, William J.....	C2SW3			REDDEN, Ralston W.....	LSNS1
CHISHOLM, Thomas I.....	C1CK3	KAVANAUGH, Gilbert J.....	LSCK1	REID, Edward D.....	LSCK1
CLARK, Harry J.....	P1RR3	KAY, Jerome L.....	C2CV3	REID, Stewart L.....	LSSW1
CLARKE, Edward R.....	LSCK1	KELLY, Frederick B.....	C2HA3	REMPPEL, Gordon R.....	LSMA2
COFFILL, Gerald M.....	LSCR1	KENNEDY, John P.....	C2AW3	RICHDALE, George H.....	C2AW3
COOK, Robert M.....	LSAF1	KINSEY, Robert.....	C1MA3	ROBERTSON, David M.....	LSAW1
COOPER, Tracy W.....	P1VS2	KIRKALDY, Lawrence D.....	LSCR1	RODGERS, James.....	C2SW3
CRAIG, Donald P.....	LSCK1	KLINGLE, William P.....	C2SW3	ROSS, Clarence.....	LSNS1
CURRIE, Rupert F.....	P1VS2	KOYAMA, Kenneth K.....	LSMA1	ROWE, Eli W.....	LSPW1
				ROWLAND, John R.....	C1PT2
DAUPHINEE, Douglas P.....	LSSW1	LALIBERTE, Roland J.....	P2SW2	RUDDY, Christopher K.....	P1MA2
DAVIDGE, John F.....	LSAW1	LALONDE, Donald D.....	LSCK1	RUMSBY, Nelson L.....	LSCK1
DENNISON, Earle J.....	LSPW1	LALONDE, Kenneth G.....	LSCK1		
DINN, Hubert J.....	LSSW1	LAMBERT, Victor F.....	P1NS2	SAUNDERS, David E.....	P1AW2
DOBBIN, Frank L.....	P1CK2	LASAGA, Hubert I.....	LSCK1	SCHELLENBERG, Donald L.....	LSCK1
DOLSON, Clifford J.....	LSTD5	LAURIE, Laughlin C.....	P2CS3	SCHMITKE, Edmund G.....	LSVS1
DOUGAN, John H.....	LSPW3	LAVOIE, Bertrand M.....	P1MA3	SHEDLOWSKI, Raymond.....	P1PB3
DRAGINDA, Nicholas.....	C2SW3	LEAFLOOR, Frederick A.....	P2CR2	SHELLNUT, Ernest G.....	C1VS3
DRIEGA, Alexander W.....	P1AW3	LEONARD, Thomas J.....	LSMA2	SHULTZ, Douglas M.....	LSSW1
DUNCAN, Gordon L.....	LSCR1	LITTLE, George W.....	LSSW1	SHUMAKER, Burness C.....	P1SW2
		LOUCH, Douglas J.....	LSCV1	SIMM, Robert H.....	LSCR1
ELWOOD, Thomas H.....	P1MA2	McDONNELL, William D.....	LSSM1	SIMMONS, John S.....	P2SM2
EVERALL, Walter G.....	P1VS2	McGRATH, Vincent F.....	C2MA3	SKELTON, George.....	P1CK2
		McINTYRE, Robert G.....	C1SW3	SKINNER, Reginald G.....	C1NS3
FEINDELL, Newton R.....	LSCK1	McNEILLY, Roy E.....	LSSW1	SKOROPADA, Joseph V.....	LSSW1
FISHER, Eddis L.....	P2CK2	MacDONALD, Keith W.....	P1AR2	SMITH, William M.....	LSCR1
FORTIN, Jules J.....	LSMA2	MacDOUGALL, Bruce J.....	LSNS1	SOUCY, Gerald.....	P1NS2
FRANKTON, Vernon M.....	P2SM3	MacGREGOR, Stanley J.....	LSSW1	SPAIN, Leopold J.....	LSBD2
FREEMAN, Kevin J.....	LSSW1	MacKINNON, Donald G.....	C2NS3	STEIN, Ernest L.....	C2AW3
		MacPHAIL, Thomas G.....	LSSW1	SUMNER, Frederick T.....	LSCK1
GALLANT, Allan J.....	LSSW1	MacQUARRIE, Walter A.....	LSAC1	SUTHERLAND, Robert D.....	P1NS2
GALLANT, John G.....	LSNS1	MAHAR, Freeman L.....	LSSW1		
GAUDET, William E.....	LSCR1	MAHOOD, John H.....	P1ER4	TEEPELL, Clarence L.....	P1MA2
GENEST, Guy R.....	LSAW2	MAILLOUX, Gerard J.....	LSNS1	THOMAS, Lloyd G.....	C2SW3
GILLIS, Paul A.....	LSNS1	MANTO, Leonard C.....	LSCK1	THOMPSON, Cecil.....	LSAW1
GINTER, Arthur S.....	LSEA3	MARCEAU, Guy.....	P1NS2	THURMEIER, John F.....	LSNS1
GIROUX, Lucien J.....	LSNS1	MARCHAND, Joseph W.....	LSMA2	TRAVERSY, Norman.....	LSVS1
GOLLINGER, Terrance P.....	P1VS2	MARCHMENT, George R.....	P1SW2	TURNER, James H.....	LSPW1
GRADY, Joseph M.....	C2CK3	MARTIN, John E.....	LSCK1		
GRANGER, Andrew R.....	C2LA3	MASON, Milton.....	LSMA2	WALLIS, Ronald A.....	LSCK1
GRANT, Sterling L.....	P1MA2	MAXWELL, Robert C.....	LSCV1	WATCHORN, George C.....	P1OR3
GURR, Gardo D.....	LSQRS	MILLER, Lawrence W.....	LSVS1	WATSON, Albert.....	LSCK1
		MILLER, Robert G.....	C1OR4	WATSON, David F.....	LSCK1
HANCOCK, Eric W.....	LSSW1	MONDOUX, Jacques P.....	P1VS2	WELCH, John.....	P1NS2
HARDIE, James A.....	LSCV1	MOORE, Owen S.....	LSAW1	WHITE, Robert G.....	P2SW2
HARPER, Irvine L.....	P2CK2	MORRIS, William J.....	LSAW1	WHITE, Robin B.....	LSAW1
HAYLEY, Alonzo L.....	C1AW3	MORROW, Joseph F.....	P2CR2	WHITWORTH, Derek.....	P1MA2
HAYMAN, Gordon T.....	LSSW1	MORTIMER, Stanley.....	P1ER4	WILLIAMS, James J.....	LSSW1
		MURRAY, Robert L.....	C1CK3	WILSON, Michael M.....	LSMA2
				WINFIELD, Russell R.....	LSCR1
		NANTEL, Louis-Marie.....	LSNS1	WOODWARD, George R.....	LSVS1
		NAPIER, Chester A.....	C2MA3		
		NEAR, Clifford R.....	LSNS1	YEMEN, Fredon H.....	P1SW3
		NELSON, Claude G.....	LSCK1	YEOMANS, James O.....	P1NS2
		NEVE, John N.....	LSSW1		

'ADMIRAL' OF 'McQUEEN'S OWN NAVY'

*William McQueen One of Five
Brothers to Serve
During War*

THE guiding light of "McQueen's Own Navy" — CPO William Sherwood McQueen — has been selected by shipmates of HMCS Brunswicker, the naval division in Saint John, N.B., to be Man of the Month for February.

During the Second World War, no less than five McQueen brothers, all visual signalmen, served in the Navy. At one time in 1942, CPO McQueen and two of his brothers found themselves serving together in HMCS St. Hyacinthe, and it was then that the saying, "McQueen's Own Navy", came into existence.

That family tradition carries on. The Chief, his younger brother, Petty Officer Leonard McQueen, a son, Able Seaman Sherwood James, and a daughter, Leading Wrenette Maureen McQueen, are keeping "McQueen's Navy" afloat.

Born September 4, 1907, in Saint John, CPO McQueen was first drawn to army life. He attained the rank of sergeant in the School Cadets and was accepted at the age of 14 in a Saint John regiment as a bugler. The fact that his father was a Company Sergeant Major in the unit might have had something to do with this early persuasion toward the military. His army career was temporarily terminated, however, when he put his name down for a volunteer land force being raised for possible service in the Eastern Mediterranean.

When he went to draw his kit for overseas, he was spotted by the commanding officer, who noted his youthful appearance and demanded to see his birth certificate. Young McQueen found himself a civilian again, discharged "under age."

Undaunted, he stepped up his age by a year and enlisted in a Saint John Reserve Signal Corps unit, transferring a year later to the Saint John Fusiliers, meantime continuing at school. He left school in 1922 and over the years attained the position of head cashier in the Saint John offices of the CPR.

His association with the Navy began on April 28, 1925, when he joined the RCNVR at Saint John. He took naval training at Stadacona and in HMC Ships Festubert, Ypres

and Patriot, qualified as a visual signalman in 1928 and subsequently passed for leading signalman. From the outbreak of war until May 1941 he was employed as an instructor of new entry signalmen. Then he served afloat in the destroyers St. Laurent and St. Francis before going to the Signal School at St. Hyacinthe for his VS2 course.

On completion of this course he was sent to Newfoundland to join a corvette only to discover it had sailed before his arrival. He found himself instead in the ill-fated Ottawa.



CHIEF PETTY OFFICER
WILLIAM McQUEEN

This draft provided the most vivid of the Chief's recollections. Though tragic in substance, the details of the ship's loss recall certain humorous moments to CPO McQueen.

He was serving as Yeoman of Signals at the time and in his words the story went like this:

"We were senior ship of a convoy westbound for Halifax. In the North Channel we were quickly sighted by long range aircraft and a wolf pack was homed onto us. For six days a running fight against the U-boats ensued as the convoy fought steadily westward, and during that time we

felt that we gave at least one sub a shaking up.

"On the day we were to hand over to HMS Witch as Senior Officer, the weather closed down so that visibility was reduced to less than half a mile. At the expected rendezvous two echoes were reported, one ahead and one astern. Investigating the first, it was found to be the Witch. The Ottawa exchanged identity with her and was turning to port when the asdic operator reported hydrophone effect.

"Immediately afterwards we were hit forward on the port side. We were in no danger of sinking and damage control parties had the situation well in hand, but then we were hit again, this time on the starboard side.

The ship quickly began to settle and "Abandon Ship" was piped. I loaded the SP's in a weighted bag, flung them over the side and scored a direct hit on the Gunner's Mate, who was also engaged in bailing out.

"After several hours in the water, I was picked up by HMCS Arvida and landed in Newfoundland. I was pleased to see that the Gunner's Mate, CPO George Gravelle (nicknamed 'Enter the Voice First' by his messmates) also survived the sinking and the direct hit with the SP's."

After survivor's leave, CPO McQueen was drafted to HMCS Protector at Sydney, N.S., where he remained as base Yeoman of Signals until 1944, when he joined the Fort Frances (Algerine escort). From her he went ashore to be demobilized in July 1945.

He re-entered the RCN(R) in October 1947 and the following year was awarded the Reserve Long Service and Good Conduct Medal. He embarked on continuous naval duty in July 1951 and, after completing a refresher course at Stadacona, spent a month as the Chief Yeoman in HMCS La Hullose. He was rated C1CV3 in October of that year.

CPO McQueen is on the staff of Brunswicker but occasionally he is employed elsewhere, as for example when he spent last summer on training duties in the Communication School at Cornwallis.

The Chief's favorite hobby is that of many veteran sea-farers — model ship building.

Sea-Going General Store

by A.J.P.

*Canteen of HMCS Quebec
Serves Ship's Company
Away From Home*

EVERYTHING from a needle to an anchor," is the proud boast of a well-known Water street store in Halifax. While the canteen of HMCS Quebec can't quite match that claim, this sea-going version of the old-time general store probably stocks more stuff in less space than any comparable shop ashore.

Into the 35 by 10 feet space located on the main deck forward are crammed articles valued at nearly \$35,000. Here the sailor can buy tobacco, sweets, toilet articles, writing paper, corn plasters, perfume sticks for the wife or lady friend, hobby kits, and that indispensable item, bachelor buttons.

The articles come from various points on the globe. "We have a very cosmopolitan cargo," says PO Rupert Currie, of Halifax, canteen manager. There are goods from Canada, the United States, the United Kingdom and Panama. Every opportunity is

taken to buy stock at lowest prices, the two-man canteen staff—Ldg. Sea. Max Love, of Campbellton, N.B. is the other member—making the rounds in ports of call to see what's good in the way of local merchandise. "Everytime we see a bargain in something we can use, we buy 'er up," said Ldg. Sea. Love.

The canteen is operated for the convenience of the ship's company and stocks supplies that would not be otherwise available to the officers and men during long cruises away from the Quebec's home port of Halifax.

Business is always brisk at sea, reports PO Currie, "and we're practically snowed under on pay days. Normal daily intake is something like \$300 but this soars to as much as \$1,200 on pay day.

"Many of the men stock up on enough cigarettes, chocolate bars, and toilet goods to last until next

pay day," continued PO Currie. "They buy things by the carton and the half-dozens."

He said there are periodic buying sprees for some particular articles. Right now the model business is booming. Judging from sales, the canteen staff estimates that approximately 50 per cent of the ship's company is busy building model aircraft and boats. Kits available at the canteen range from the modest 20 cent outfit to the more elaborate carbon-dioxide driven planes going at \$2.25. And if anybody's interested in higher mechanics there is a baby Spitfire engine for sale at \$7.50.

Another good seller is the painting set. Some are oils, others watercolors and all are equipped with careful instructions on mixing and applying colors. It all helps to fill in those hours off watch during training cruises.

Photography is another popular pastime and a generous amount of still and movie film, both black and white and color, passes over the counter to feed the cameras of the shutter-bugs.

There is also a soda fountain dispensing cokes and orange and lime drinks, and the frigidaire is usually stocked with tomato and fruit juices for sale to the crew. Ice cream in two flavors, chocolate and strawberry, is available. The ice-cream making machine has an output of ten gallons, with a batch being made at night and going on sale the following noon hour.

"It lasts maybe an hour," says Ldg. Sea. Love, "and we could sell more if we had it."

Among the innovations made in the canteen sales on board the cruiser is the very popular nighttime sale of French fried potatoes, hamburgers or doughnuts. Here the galley and bakery staffs lend a helping hand, producing the above mentioned items, which go on sale at sea just after night rounds. The sale price is enough to cover the cost of materials used.

The idea for the snacks was that of Commander (S) Martin Doyle, supply officer of the Quebec.

The canteen is a full-time job for



Some idea of the amount of goods handled in the canteen of HMCS Quebec may be obtained from this photo. The canteen staff consists of PO Rupert Currie, of Halifax, right, and Ldg. Sea. Max Love, of Campbellton, N.B. The former is manager and the latter is server.

PO Currie and Ldg. Sea. Love, and they put in a long day. First opening is at 0740 and the last following rounds at night, when the French fries, etc., go on sale.

Another novel arrangement which is part of the canteen's program is the budget-plan method of buying articles in stores away from home ports. During their wanderings ashore some of the men may see things they'd like to buy but haven't enough money to pay for at the time. The canteen makes arrangements to purchase the items after the men have made down payments. The canteen holds the goods until the men can pay for them.

Plans to enlarge and improve facilities for the canteen are under way. A showcase is contemplated to display some of the more unusual wares and the fountain and ice cream department may be moved to another compartment to give the canteen some much-needed space. It's a considerable chore to put all that stock in the space now available. Shelves line the bulkheads and there is just enough room on the deck to permit movement from one end of the canteen to the other.

The little store does a big turnover, but all the profit goes back to the men in one form or another—from a ship's dance to sports equipment—and at the same time it provides articles which help to increase the comfort of the sailors.

Frigate Plays Part of Troop Transport

HMCS Beacon Hill knows what it's like to be a troop transport.

On Sunday, November 23, the West Coast frigate embarked 292 officers and men of the Reserve Army and took them to Vancouver. They were members of the B.C. Regiment, the Westminster Regiment, the Seaforth Highlanders of Canada, the West Coast Signal Regiment and 8 Provost Company, all under the command of Brigadier D. M. Clark.

Most of them were returning to their homes in the Vancouver area after completing an exercise on Vancouver Island.

The feeding of more than triple the normal ship's complement was a problem that was met without a hitch by the supply department under Lieut. (S) J. B. Tucker.

A flat calm favored the sea-going soldiers—but even that wasn't smooth enough for some of them and the ship's rail was fairly well patronized.

The Army's pipers lent a stirring flourish to the homecoming by playing "The V.I. Boat Song" (with apologies to "Prince Charlie and the Forty-Five") as the frigate passed beneath the high span of the Lion's Gate bridge.



The long and the short of it are demonstrated by AB Stafford Girouard, of Newcastle, N.B., as he shows off his collection of mouth organs to Ldg. Sea. Lyle Seguin, of Windsor, Ont., in a messdeck on board the Magnificent. AB Girouard began his hobby during the Magnificent's cruise to Mediterranean and European waters, buying at least one mouth organ in every port or city that he visited.

ONE-MAN HARMONICA BAND

Able Seaman Stafford Girouard, of Newcastle, N.B., a cook on board HMCS Magnificent, has a double-barreled hobby—he both plays and collects harmonicas. He has a bag full of the instruments—12, to be exact, ranging from an eight-inch double-reeded job to a tiny one-inch affair that requires careful handling lest he swallow it.

Girouard, who can also play the piano, guitar and accordion, collected his stock of mouth organs during the Magnificent's four-month cruise to Mediterranean and European countries. He bought at least one in each city he visited; the largest of the dozen comes from Istanbul, Turkey, the smallest from London. Others are from such in-between points as Athens, Malta, Gibraltar, Belfast, Edinburgh and Glasgow.

For Girouard the collecting of these harmonicas fills two purposes—he likes music and he wanted to have an additional hobby. He intends to add to his dozen mouth organs from every port he visits. He has a notebook in which he jots down the place, date and price of each purchase.

So far the prices have run from 35 cents to \$2.00.

The hobby helps him to occupy his time ashore and while away the hours on board. "Sometimes when I'm off duty," he says, "I just get out my bag of harmonicas and play a little tune on each of them. By the time I've worked my way through the whole bunch, it's time to go on duty again, or else to sleep—unless I accidentally start a sing-song. Then the sleep has to be postponed."

"Invasion" Craft Proves Something Less

The report filtered down the islands on the west coast of North Korea to HMCS Nootka—and it could have meant that preparations were under way for an invasion of UN-held islands.

There wasn't much to the story; just that a communist had paddled ashore in a rubber boat. But if such craft were floating around the area, Intelligence wanted to know.

They soon found the communist, unhappy and somewhat water-logged, and his "boat". Labelled in black letters, "U.S. Royal", it was merely a patched inner tube from an army truck tire.

Afloat and Ashore

ATLANTIC COAST

HMCS Cornwallis

Cornwallis went all out in observing the Christmas season. The main gate was adorned with Mr. and Mrs. Santa Claus, planes and rocket ships, while a Christmas story and carols were beamed through the p.a. system there for the benefit of married quarters personnel and passersby. CPO Sam Short, as Santa, was narrator. Gaily lighted Christmas trees were placed about the establishment.

On December 20 a Christmas parade took place from Cornwallis to Digby, Deep Brook, Clementsport and Annapolis Royal. The parade consisted of dummy trains, planes, rocket ships, a float of the Fairy Princess and her palace and another carrying fierce pirates. The Cornwallis band played carols and Santa told stories to the children along the way. In Deep

Brook, Santa stopped at the house of little Betty Baxter, who was confined to bed because of an accident. While he chatted with her and gave her presents, the band played carols in the Baxter yard.

Next afternoon there was a party for children of the civilian staff at Cornwallis, which was followed a day later by one for children of personnel at the establishment. Props included a fish pond, a polar bar (ice cream), candy booth, a pirate cave, photography featuring Bugs Bunny portraits only, slides and teeter-totters and an elaborate display of electric trains in the Hobby Shop.

Santa (CPO C. A. Redden) was the hit of the afternoon when he distributed presents. Later the children watched a movie cartoon.

Theatrical Productions of Halifax staged a highly successful review, "Christmas Belles and Beaux", to a packed house, and several of the cast

put on a splendid performance at the RCN Hospital for the patients.

On December 25, an abundance of choice fare and entertainment combined to provide a real Christmas which, for many of the new entries, was their first one away from home.

On December 16 and 17 a total of 919 members of the ship's company donated blood at a clinic arranged by the Halifax Division of the Canadian Red Cross Society.

HMCS D'Iberville

A 50-man guard was mounted for Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, on the occasion of his first official inspection of HMCS D'Iberville on December 10. The guard was commanded by Lieut. (SB) D. S. Bender.

Admiral Bidwell inspected the ship's company in the Army Drill Hall, afterwards taking the salute during a march past. He later walked around the classrooms and buildings of D'Iberville. The Admiral was accompanied by Captain James Plomer, commanding officer of HMCS Cornwallis; Commander (S) V. W. Howland, Admiral's secretary, and Instructor Commander J. D. Armstrong, of HMCS Stadacona.

A hobbycraft exhibition was held, with Admiral Bidwell as judge. Prizes were presented at evening quarters by Captain Plomer.

A children's Christmas party, jointly sponsored by D'Iberville and HMCS Montcalm, was attended by children of members of the ship's companies and from St. Sauveur Orphanage.

The Canadian Forces Decoration was presented to PO W. J. Sullivan by Commander T. C. Pullen, executive officer of HMCS Cornwallis, during an informal visit in December.

HMCS Portage

The Portage now has a complete new array of hockey equipment. However, the ship's team has only been on the ice twice thus far, competing with the Supply team of HMCS Stadacona and HMCS Wallaceburg. Although coming out second best in both encounters, the Portage team showed much promise.



CPO Duncan Stevenson, of Windsor, Ont., and Halifax, got his first glimpse of his ten-month old daughter Karen when his ship, HMCS Nootka, docked at Halifax December 17 after nearly a year on Korean service. Left to right are: Karen, CPO Stevenson, two-year-old Heather, Mrs. Stevenson and Mr. Gray, Mrs. Stevenson's father. (HS-23257).

A baptismal service was held on board on Nov. 30 for the sons of Lieut. W. G. Brown and Lieut. J. S. Cottingham. Padre Gillard officiated. Lieut. Brown left for HMCS Niobe on December 21 to take a long TAS course.

The Portage sailed for an informal visit to New London, Conn., on December 10, returning to Halifax on the 19th. During the visit the officers and men were treated royally by the U.S. submarine base. It is understood that PO F. Anderson was elected honorary president of the Chief Petty Officers' Club, where the chiefs paid him proper respect by springing smartly to attention whenever he entered.

HMCS Quebec

An eminent scientist theorizes that the passage of time is relative to age. If the theory is true, most of the Quebec's crew are getting on, for it seems only yesterday that the ship commissioned in Esquimalt.

A refit is the most uninspiring period in a sailor's life but the latest one has been quite painless. Training classes managed to carry on fairly well, the weather was good and inter-part sport met with an enthusiastic response. The ship even enjoyed such facilities as heat and light and the use of bathrooms while in floating dry-dock.

During the Christmas season a party was given in Stadacona for children of the ship's company. It is difficult to say who were the more exhausted at the finish, the children or the parents. The children had a wonderful time, but reports say the odd father was heard to mutter something about survivor's leave. However, that may be only hearsay.

Speculation is rife at this time

Iroquois Praised For Korean Service

As HMCS Iroquois left Japan bound for Canada, Vice-Admiral R. P. Briscoe, USN, sent a message praising the ship's company's "courage, skill and resolution in action" during the destroyer's tour of duty in the Korean war zone.

The message said:

"Commander Naval Forces Far East has admired the courage, skill and resolution in action of the Iroquois' personnel during their tour in the Far East aiding the United Nations effort to check communist aggression in Korea. The Iroquois has been a highly valued comrade in the naval forces operating in Korean waters. Best wishes for a happy tour of duty in home waters."



Miss Sonja Henie, star of the Ice Revue, which played in Halifax in early December, autographs the programs of Able Seamen Gillis Rousseau and Onil S. W. St. Cyr, both of HMCS Magnificent. Rousseau and St. Cyr were among the more than 100 members of the ship's company of the carrier to receive complimentary tickets from Miss Henie in return for the Magnificent's gesture in showing part of the Ice Revue troupe around the carrier.

about the ship's future movements and the forward galley and other reliable sources of scuttlebutt have some glamorous cruises lined up. Perhaps mental telepathy will help the deciding authorities view some of the better ports of call with favor.

The Flag Officer Atlantic Coast, Rear-Admiral R. E. S. Bidwell, has granted the Quebec the privilege of flying the official fleur-de-lis flag of the Province of Quebec, on the following occasions:

While within the provincial waters of Quebec; annually on Christmas Day and annually on the day of the Feast of St. Jean Baptiste (June 24).

HMCS La Hullose

The "Fighting Lady" is destined for refit this month and she feels she has earned it. When officers of the La Hullose totted up her sea miles, they decided she had covered more in 1952 than any other Halifax-based warship.

Two cruises late in the year took her to sunny, southern climes. The former of these was in company with HMCS Magnificent, with Norfolk, Virginia, as the port of call. Until the La Hullose returned to Halifax the ships were busy working up the Support Air Group, with ships' com-

panies basking in mid-ocean sunshine or drenched by Virginia's autumn rains.

On return from Norfolk, Lieut.-Cdr. A. H. McDonald, commanding officer of the La Hullose, was relieved by Lieut.-Cdr. H. A. Porter, formerly communications officer in HMCS Magnificent.

In the first part of December the La Hullose and HMCS Crescent paid an informal visit to Havana, Cuba. The main purpose of the cruise was to exercise a class of JOTLC officers in navigation. Havana proved to be a popular and hospitable city.

Social events of the fall included two smokers — one put on by the Stokers' Mess and the other by the Chiefs and POs, both at HMCS Scotian.

Christmas festivities included a children's party at the Stadacona gymnasium on December 20.

HMCS Crescent

In December the Crescent and HMCS La Hullose carried out a pre-Christmas cruise to Havana, Cuba, where the ships' companies enjoyed a wide variety of activities such as softball, swimming, sight-seeing and shopping.

PACIFIC COAST

Aldergrove Radio Station

Aldergrove said goodbye in December to CPO Clifford Watt, who had carried out the duties of regulating chief for the past year. CPO Watt completed his discharge routine at HMCS Naden after 20 years in the RCN and will take up a job as an accountant on "civvy street".

Recent personnel changes have included a complete turnover in the cooking staff. Among the new arrivals are PO Bernard Levesque, AB Eugene Sheplaw and AB Edgar Rogers.

Departures include PO William Bean, who has gone to HMCS Sioux, and PO Norval Giles, Ldg. Sea. Kenneth Bjorndahl and AB Clarence Carlson, all drafted to Naden.

The winter rains have curtailed outdoor sports, with the result that plans to enter the bowling league in the nearby town of Langley have met with enthusiastic support.

Badminton fans are using the court in the Aldergrove Community Hall, open to naval personnel twice a week.

Highlight of December's activities at the station was the annual children's Christmas party. Fifty-five children

attended the program, which started with an hour-long movie. This was followed by a magic show presented by a well known local magician, Valjean, who had both adults and children alike mystified by his feats of legerdemain. During this entertainment a buffet lunch was served the adults, the children meantime feasting on candy, nuts, oranges, ice cream and soft drinks.

Word was received that Santa Claus was soon to arrive and everyone then adjourned to the recreation room to await his arrival. Here St. Nicholas, capably represented by one of the civilian workers, distributed gifts to the children.

Ordnance School

As in other departments of the navy, current affairs lectures and discussion periods are being held regularly in the Ordnance School. Under the tutorship of PO John Pitts, a series of lectures, round table discussions and current affairs quiz hours has been under way for some time. There has been no shortage of volunteer lecturers and the discussion periods following the lectures are reminiscent of old time town council meetings.



Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, pins the coveted Meritorious Service Medal to the tunic of Divisional Sergeant Major James Shiels, of Halifax, during the annual inspection of "H" Division, Corps of Commissionaires, at HMCS Stadacona. Sgt. Major Shiels joined the Royal Canadian Regiment in 1904, served overseas in the First World War, transferred to the pay corps in 1916 and was pensioned in 1934. He joined the Commissionaires with his present rank in 1938 and now is in charge of the security guard on Citadel Hill. Only 60 members of the Armed Forces may wear the decoration. (HS-22414).

Some of the personnel witnessed a game of jai alai, which is very popular in Cuba. Players strike a hard rubber ball, called a "pelota", against a wall, using wicker scoops strapped to their wrists. The pelota can be given the greatest velocity of any struck, thrown or kicked ball in the world of sport.

The weather was warm and the temperature was in sharp, but welcome, contrast to that experienced in Halifax when the ships sailed December 4.

Eight members of JOTLC Class "C" were on board for navigation instruction at sea, delivered by Lieut. John (Slide Rule) Mahoney, of the ND School in Stadacona.

On the return leg of the cruise, when the Crescent was 240 miles off Halifax, AB Ashley Perry, of St. John's, Nfld., one of the ship's cooks, was stricken with appendicitis. The Crescent immediately detached and raced for Halifax through rough weather. The ship arrived December 16; AB Perry's appendix was removed in an emergency operation in the RCN Hospital and the next day, his twentieth birthday, found him resting comfortably.

Later in the month the ship exercised for three days in the Halifax area for benefit of JOTLC officers and LR2s under training in the Gunnery School at Stadacona.



Sea Cadets of RCSCC Ontario, in North York township, rank among the keenest in the country, travelling ten to twelve miles to attend parades in the corps headquarters on Lakeshore Boulevard, Toronto. In this photo showing a group of them making fenders for their 27-foot whaler are Able Cadet Terry Sweet, Lieut. R. C. G. Wilson, RCSC, commanding officer; Ldg. Cadet Michael Oddy, Ldg. Cadet Norman Stagg, Able Cadet Ron Ebar, Warrant Officer George Marsh, RCSC; Ord. Cadet Art Chaff and, sitting, Ord. Cadet Bill Beaudoin. (Fednews Photo).

Ordnance Commander J. F. Cosgrove has taken up the appointment of officer-in-charge. A smoker was held in the Petty Officers' Mess to welcome Commander Cosgrove to the school.

TAS Training Centre

Lieut.-Cdr. F. M. Proud has rejoined the TAS Training Centre staff, returning from the Bureau of Current Affairs Training School at Trenton, Ont. Lieut. D. C. Edwards and PO Arthur Tassel are at present attending courses in the United States. PO Russel Hooke has left the staff and is now serving in HMCS Porte Quebec, a gate vessel employed as a tender to HMCS Naden.

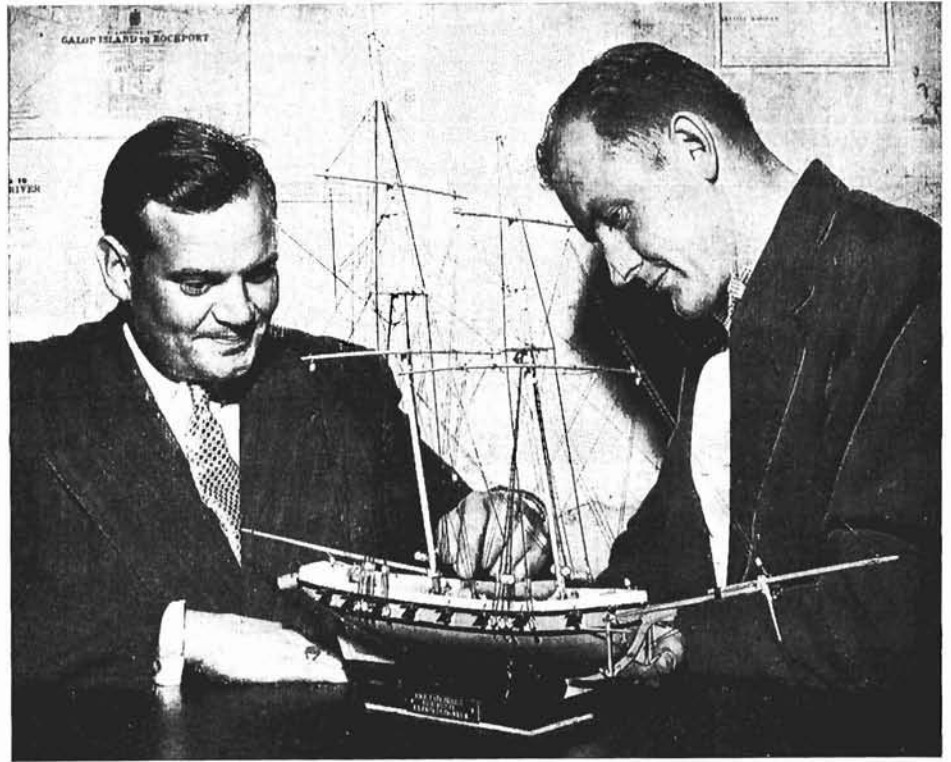
TD 2 and TD 3 classes recently were embarked in HMCS Beacon Hill for a week of anti-submarine sea training.

NAVAL DIVISIONS

HMCS Montcalm (Quebec City)

The separation of the Basic Training School from HMCS Montcalm and the appointment of Lieut.-Cdr. W. G. Mylett as commanding officer of the division have resulted in a few changes and a new stir of divisional activity.

Lieut. M. J. L. Letellier has taken over as executive officer of Montcalm, with Lieut. P. H. C. Langlais as commanding officer of Laval UNTD and Lieut. F. J. F. Osborne as his executive officer.



A model of HMS Lady Prevost, "ancestor" of HMCS Prevost, is now on display in the wardroom of the London naval division. The model was made by Lieut.-Cdr. T. F. Owen, of Quebec City, a former commanding officer of Prevost. He is shown pointing out its intricacies to Lieut.-Cdr. Gordon Brighton, staff officer at HMCS Prevost. (Photo courtesy the London Free Press).

Montcalm is in the midst of a drive to increase efficiency and boost the strength of the division. Two weekends of special duty have been put in by officers and men — one on a divisional course, which resulted in a new understanding of the divisional system and bringing up to date of records,

and the other on a leadership course, which gave officers, chiefs and POs power of command and parade ground training.

An inter-divisional competition is in progress, with points for attendance, deportment, parade ground training and recruiting. The Wren division, which consistently gets top marks for deportment each week, is in the lead. A trophy goes to the winning division and small personal gifts are awarded at Christmas and the end of the training season. The Wrens collected at Christmas.

HMCS Star (Hamilton)

A Christmas party was held on the drill deck of Star for the children of officers and men. Santa Claus arrived on board a gun carriage drawn by Sea Cadets and headed by the Sea Cadet band. For each child there was a gift presented by the Ladies' Auxiliary to the division.

The band of RCSCC Lion was presented with two trumpets, one by the Ladies' Auxiliary, the other by the Chief and Petty Officers' Mess. The festivities wound up with the serving of hot dogs, soft drinks and ice cream to the children and tea to the adults.

The last drill night of the year was



Five children were christened recently on the quarterdeck of HMCS Star by Chaplain Callum Thompson, Protestant padre of the Hamilton naval division. Left to right are Lieut. John Jones and son John Paul; Mrs. G. T. Munn, Barbara Jane Munn, Padre Thompson, Lieut.-Cdr. (SB) G. T. Munn and Roberta Lee Munn; Mrs. E. Smedley, Sub-Lieut. E. Smedley and son Kent; Mrs. Draegen, Sub-Lieut. Ernest Draegen and son James Donald.

the occasion for a get-together of the ship's company at which local entertainers performed and refreshments were provided by the ship's fund committee.

Earlier in the month, five children of members of the ship's company were baptized on the quarterdeck by Chaplain Callum Thompson.

HMCS Tecumseh (Calgary)

The Christmas-New Year's social season was a busy one at HMCS Tecumseh.

At a children's party in the wardroom, a soot-covered Santa Claus emerged from the fireplace, his size and shape corresponding with those of Lieut. Don McDiarmid. The children at a party in the Chief and POs' Mess greeted a Santa with the dimensions of PO R. E. Cook.

Christmas parties were also held by the Seamen's Mess and Wrens' Mess.

The New Year was welcomed by dances held by the officers and the Chiefs and POs. Instructor Lieut.-Cdr. William McRoberts was in charge of the former, while CPO H. J. McDonald and PO J. W. Robertson arranged the party in their mess.

The wardroom and Chief and POs' Mess were open on New Year's Day to friends of the Navy who called to pay their respects. — *C.S.J.L.*

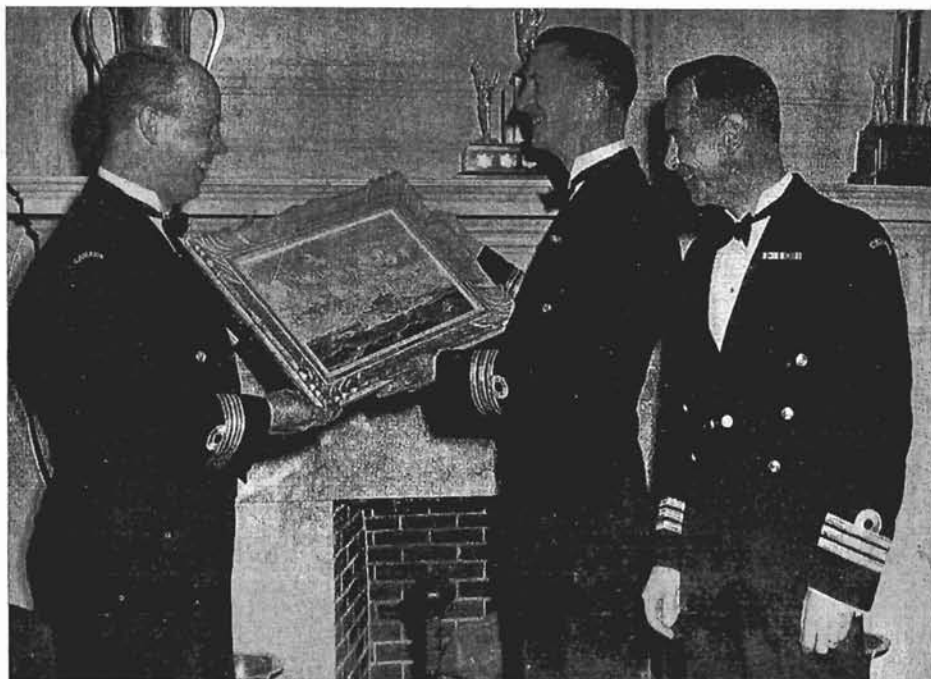
HMCS York (Toronto)

More than 200 children of permanent force and reserve personnel of York were greeted by Santa Claus coming in on a "breeches buoy" at the Toronto naval division on Saturday, December 20.

In unison, the delighted children cheered his arrival as he was hauled across the drill deck above their heads before dropping down the usual mock-up chimney which York annually provides for the be-whiskered gentleman.

Among the guests were 20 underprivileged children who joined the youngsters of naval personnel in various games of ball throwing, ring-tossing and bowling and went for rides on a merry-go-round. Movies were also provided during the afternoon. CPO W. R. Franklin's pet monkey, "Deep-Six", and Lieut.-Cdr. G. K. Holder's "Harvey" and "Smokey" (rabbits, to you) made up a small-scale zoo.

The parents helped the committee in every way possible to make the event the success that it was. Those



On his retirement as commanding officer of HMCS Donnacona, Commander P. A. Langlois was presented with a painting of the wartime corvette HMCS Battleford — which at one time he commanded — by the wardroom officers of the Montreal division. The presentation was made by Lieut.-Cdr. M. E. Smith, president of the Wardroom Mess. Also in the photo is Commander G. S. Mongenais, Commander Langlois' successor as CO of Donnacona.

who assisted CPO Franklin, who was in charge of arrangements, were AB R. N. Dean, Ldg. Sea. H. G. Hoyle, CPO F. Hopkins, PO W. A. Jaffrey, Ldg. Wren L. M. Stevens and AB T. A. Lucas. Clowns afforded plenty of excitement during the afternoon. They were played by PO W. R. Rees and CPO R. M. Crisp. — *A.C.T.*

HMCS Brunswicker (St. John's, N.B.)

Santa Claus paid his customary visit to Brunswicker on the occasion of the annual Christmas party for children of reserve and RCN staff personnel.

Cartoons were screened and were followed by candy and pop and the distribution of gifts.

A Christmas turkey shoot resulted in keen competition at the rifle range. The birds, presented by Commander J. A. MacKinnon, commanding officer, were won by Lieut. J. W. Miller, wardroom; PO F. G. Simpson, Chief and Petty Officers' Mess; AB R. J. Clive, Seaman's Mess; Ldg. Sea. D. B. Flower, Band, and Wren Margaret Young (who turned in an excellent 65).

HMCS Discovery (Vancouver)

Biggest items of the winter so far on the Discovery schedule have been the annual ship's company dance and the Christmas party.

The former attracted about 300 couples to the drill deck, where CPO Emil Micheau and his HMCS Naden dance orchestra held forth. About \$300 was cleared on the dance, which was judged the best in years. Sub-Lieut. B. A. (Bud) Langley and his committee have been credited with its success.

The dance proceeds were used to help defray expenses for the annual children's Christmas party which was attended by nearly 300 youngsters. They included not only children of serving personnel in the RCN and Reserve, but a large number of underprivileged Vancouver children as well. Also entertained were children of former navy personnel.

The party included games and playground equipment, a picture show, a sing-song led by Commander Glen McDonald, dressed in a clown suit and playing his trusty accordion, a magic performance which saw six live rabbits given away, Christmas candies, cake and ice cream and a visit from Santa Claus.

The Chief and POs' Mess is displaying a couple of valued new pictures, the gift of a local auctioneer, W. Coule, who served with the RCNVR during the war. One is a picture of HMCS Skeena steaming out of the port of Vancouver in 1931, under the command of Commander (now Rear-Admiral, Ret'd) V. G.

Brodeur. The other picture is a wartime shot of President Dwight D. Eisenhower chatting with the former Chief of the Naval Staff, the late Vice-Admiral G. C. Jones.

Welcome addition to the Wren officer list is Lieut. Myrna Edwards, veteran of the war years. Lieut.-Cdr. Harold A. Irish is back after a course in recruiting at Ottawa.

The holiday season was saddened by the death of AB Ernest F. Moyles, 25, one of Discovery's most active reservists. AB Moyles died after a two-month illness and was buried on Christmas Eve. He would have been 26 on New Year's Day.

AB Moyles was born January 1, 1927, and had lived most of his life in Vancouver. During the war he served with the Canadian Army, enlisting September 26, 1944, and being discharged on October 6, 1945.

He entered the RCN(R) as a stoker in September 1948 and had been an active reservist since. AB Moyles was a member of the Seamen's Mess committee and took a prominent part in the division's sport events. He leaves his wife, two small children and his parents, all in Vancouver.

At the funeral service six uniformed fellow reservists were pallbearers. They were Ldg. Sea. Joe Stranan, Ldg. Sea. Link Tyson, Ldg. Sea. Bill

Wylie, AB Ted Roach, AB Dave Shenton and Ord. Sea. Ernie Gawthorpe. The graveside service was conducted by Discovery's Protestant chaplain, Rev. J. W. Grant.

To acquaint reservists with little known facts of the navy, the editors of the Discovery newsletter have started a weekly quiz column. At the end of the current season a quiz will be published and the first three officers and men to answer all the questions correctly will be awarded a special prize.

HMCS Carleton

(Ottawa)

Officers and men of Carleton held their annual children's Christmas party December 20 in their headquarters on Dow's Lake. Special guests were 50 children from St. Joseph's Orphanage in Ottawa.

Nearly 200 children received presents from Santa Claus (PO Larry Burns) and the youngsters were feted with movie cartoons, ice cream, chocolate milk, cake and cookies. A magician (Civil Servant Alfred Darby) and a clown (PO Gordon Mumford) held their interest during the Christmas matinee.

Boys got hockey sticks, pucks, trains, tractor trailers, fire engines, doctors' kits and the like, while the

girls were presented with such things as serving sets, knitting gear and dolls.

The party was financed by the ship's fund. Mrs. Jack Stewart and Mrs. A. K. Dixon purchased gifts for the girls, while their husbands, CPO Stewart and Lieut.-Cdr. Dixon, did the same for the boys. — *T.E.M.E.*

HMCS Queen

(Regina)

More than 200 children, accompanied by their parents, received presents from Santa Claus at Queen's annual Christmas party. Added treats consisted of ice cream and soft drinks, cartoon movies and rides on teeter-totters and slides.

Presentation of the Canadian Efficiency Medal was made recently to Instructor Lieut.-Cdr. E. D. Walker, MBE, before the ship's company by Commander D. F. Clark, commanding officer.

Social events during the Christmas holiday season included parties in the Chief and Petty Officers' Mess, in the Seamen's Mess and in the wardroom. Wardroom officers held an after-five party which was attended by about 100 guests. Attendance at wardroom and Chief and POs' Mess receptions New Year's Day set new records. The ladies' auxiliaries of both the wardroom and Chief and Petty Officers' Mess played an active part in several social gatherings.

As the new year began, Queen looked back on a training year which brought a slight rise in attendance at divisional drills. The training program is proceeding on schedule, with recruiting in the RCN(R) about the same as last year. — *C.E.B.*

HMCS Catarqui

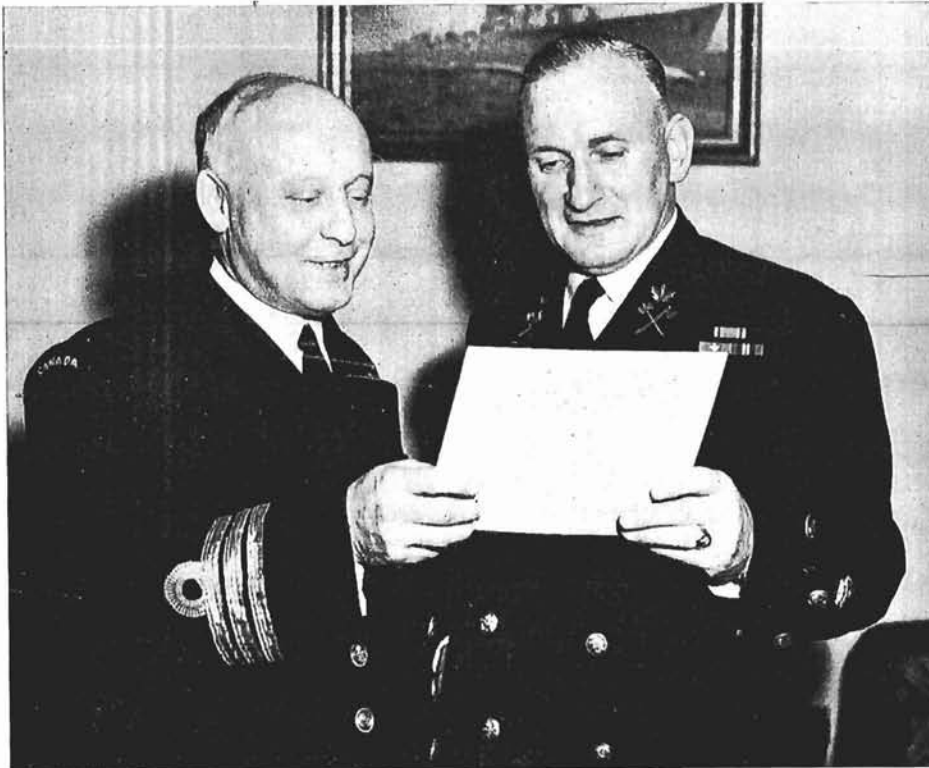
(Kingston)

Slides, electric horses and other merriment kept the pot boiling until the arrival of Santa Claus at the annual children's party at Catarqui on December 20.

The following day, Sunday, December 21, a double christening ceremony was held on board for the children of two members of the RCN Staff. Christened were William Costello and Larry Roy Dingley, sons, respectively, of Ldg. Sea. and Mrs. William Costello and Ldg. Sea. and Mrs. Roy Dingley.

Captain J. V. Brock, Naval Member of the directing staff of the National Defence College, Kingston, inspected the Sea Cadets on December 2.

About 150 couples attended a successful ship's dance on November 28.



Commander L. D. Stupart, president of the Wardroom Mess of HMCS York, and CPO F. Hopkins look at a large-sized Christmas card during the Christmas exchange of greetings between members of the Toronto division's messes.

The Spirit of Christmas

Santa Claus arrived at the Nova Scotia Home for Colored Children on Tuesday, December 16, complete with presents for the 55 children, who watched awestruck as he descended, not from his traditional sleigh drawn by reindeer, but from a helicopter of the Royal Canadian Navy.

It was the third annual party held for the Colored Children's Home by HMCS Shearwater. Organized by members of the Petty Officers' Mess at the naval air station, the party was paid for with funds realized from a "Klondike Night" and from the ship's canteen.

As a group of petty officers disembarked from a bus with presents, candy, ice cream, soft drinks and movies, Santa was taking off in his helicopter. When the roar of the "whirly-bird" was heard over the home, forgotten were movies and all else. While the larger children streamed outside to witness the arrival, the smaller ones pressed their noses to the windowpanes and stared wide-eyed as the craft dropped from the cloudless sky onto the snow-

covered ground and Santa struggled out the tiny door. With his "Ho-Ho-Ho" he headed inside and, surrounded by little tykes, distributed his presents.

"The children will never forget this day," said Mrs. Elizabeth Fowler, superintendent of the Home, to Petty Officer "Bert" Bates, president of Shearwater Petty Officers' Mess.

* * *

Christmas for 15-year old "Jackie", who lives on a lonely island off the south coast of Vancouver Island, was a happy occasion this year.

"Jackie" (that is not his real name) is an inhabitant of one of the few leper colonies in Canada. He and a handful of others afflicted with the disease live on Bentinck Island, about 15 miles south of Esquimalt.

Shortly before Christmas he was visited by four members of the Petty Officers' Mess of HMCS Naden, who presented the boy, on behalf of the Mess, with a \$100 cheque to be spent in any way he wished.

Health authorities in charge of the colony subsequently reported that Jackie had made good use of his gift.

He bought a new bicycle, complete with all accessories. A talented carpenter, he also got a vise, brace and bit, saws and other woodworking tools. Already he has made a drop-leaf table, and is now at work on a set of matching chairs.

* * *

Christmas threatened to have little meaning for the family of an able seaman of the RCN, until the Canadian Naval Service Benevolent Trust Fund came to the rescue and extricated the man from his financial extremities.

The letter which the seaman subsequently wrote to officials of the Fund is typical of the many expressions of gratitude received from those whom the Fund has helped weather difficult circumstances. — it said:

"I am writing this letter to thank you, the members of the CNSBTF and all who assisted me and my family out of our difficult financial situation which occurred recently. Words cannot express our most heartfelt thanks to all of you who put your time and effort into helping us at a time when we didn't know where to turn."

The letter goes on to say: "... my little boy was admitted to the hospital with whooping cough and I had a little difficulty finding help for my other children. The boy should be home sometime this week and everything looks a lot brighter for the future and coming Xmas, but it wouldn't if I had such financial debts hanging over my head, which the CNSBTF settled for me. I can also say, Sir, that I can now put my full effort into my Navy career, which I had more or less neglected during my trouble.

"Once again, Sir, I wish to thank the CNSBTF for their generous grant. I really don't know what I would have done without its aid."

* * *

Three families in Halifax had a brighter Christmas than they expected, through the efforts of the Navigation Direction School at HMCS Stadacona.

Personnel of the school decided to form a fund to aid needy families in the area and, with the co-operation of some local merchants, were able to provide clothing and shoes for the children of three families as well as substantial food hampers.



Christmas Day is always an unusual one in ships and establishments of the RCN, but the most unusual day of all was in HMCS Scotian, the Halifax naval division, where the youngest member of the ship's company turned out to be a Wren. Here Wren Mary M. Gosling lays down the law to Commander W. Graham Allen, who gallantly attempts to carry out his part in the Christmas custom of exchanging uniforms. (HS-23298).

CHILDREN'S parties, Christmas dinners on a mass scale and the custom of making the youngest seaman "Captain or the Day" were but some of the features that marked theuletide season in the Navy's ships and establishments.



1. Admiring "Smokey" the rabbit at HMCS York's children's party are Sally and Mary, twin daughters of Lieut. (S) Vincent Henry, supply officer of the Toronto division.



2. Captain P. D. Budge and Captain (very temporary) T. C. Teeple, who shared command of HMCS Quebec on Christmas morning.



3. Confined to her bed with a broken hip, Mary Baxter couldn't attend the children's party at



4. At the Pacific Command children's party, held in the Victoria Memorial Arena and attended by more than 2,200 persons, Mrs. James Ashworth had her hands full with twin daughters Patricia and Pamela and son David. Ldg. Sea. Ashworth, father of this bright-eyed family, couldn't be present: he was in the Far East on board HMCS Athabaskan.

5. Ord. Sea. John Lundy, "captain" of the La Hullose, casts a skeptical eye on the "defaulter", Lieut.-Cdr. H. A. Porter. Coxswain is CPO Thomas Carter.

6. The cookery staff of Naden put in many hours preparing dinner for men spending Christmas in the barracks, and here the first five members of the duty watch draw heaping platefuls of turkey and trimmings.





The Navy Plays



New Gymnasium Opens at Cornwallis

The official opening took place on December 12 of the new Cornwallis gymnasium, built on the site of the wartime gym which was destroyed by fire in the summer of 1945.

The new building is a worthy successor to the original gymnasium, which was regarded as one of the finest in Canada. And well it might be, for the same plans were used in its construction.

The gym has three tile-lined swimming pools—all that survived the 1945 fire—plus locker rooms for officers, men and Wrens, basketball, volleyball and badminton courts, equipment rooms, offices and a variety of other facilities designed to implement the physical and recreational training program at Cornwallis.

Cornwallis and Stadacona each won five bouts in a boxing tournament held on the occasion of the official opening of the new gymnasium. Individual results were:

Bantamweight — Ord. Sea. Ian McNeil, Cornwallis.

Featherweight — AB Murdoch McLean, Stadacona.

Lightweight (two bouts) — Ord. Sea. Douglas Bailey, Cornwallis; AB Armand Roberts, Stadacona.

Welterweight (two bouts) — Ord. Sea. Warren Belbeck, Cornwallis; AB Brian Heugh, Stadacona.

Middleweight (two bouts) — Ord. Sea. Robert Boyd, Cornwallis; AB Vernon Doucette, Stadacona.

Light heavyweight — AB James MacArthur, Stadacona.

Heavyweight — AB Arthur Duerksen, Cornwallis.

Ordinary Seamen Beaudoin and Le Marche won exhibition featherweight bouts.

Lieut. (E) J. F. Mackintosh, the referee, came out of things somewhat the worse for wear, being struck in the eye with a left hook during one of the matches and later being hit by a door as he left the ringside. Lieut. James Bond fared better as referee in an exhibition wrestling bout between "Bull" Bradshaw and "Killer" Demchuck. Both contestants declared Lieut. Bond the winner!

The opening of the gymnasium has also given a big boost to indoor sports at HMCS Cornwallis. The gym immediately became a popular recreation centre and, in addition, enabled the

organization of representative teams in a variety of sports.

A senior basketball squad has been formed; Commissioned Writer Officer F. E. Dennis has recruited a badminton team for inter-club competition, and two volleyball teams have been organized by Lieut. J. H. Murwin.

Cornwallis is hopeful, too, of making its mark in the swimming world. CPO "Trip" Trepanier, who never lost a meet while in charge of Stadacona swimming teams and Dalhousie University women's teams, is now at Cornwallis and is training a squad for forthcoming indoor meets in Nova Scotia.

Three Teams Competing For Queen Puck Title

A three-team inter-part hockey league faces a tough ten-game schedule on HMCS Queen's flood-lit hockey rink this season. Competition between the teams is keen and a close battle for the division championship is expected.

An all-star team drawn from the inter-part league will meet the Royal Canadian Mounted Police in a series of games to decide the winner of the Regina Inter-Service league. The RCMP holds the United Services Institute trophy, which is emblematic of the Inter-Service league championship.

The sports-minded at Queen are also showing interest in curling. It was expected rinks would be formed and entered into service competition. — C.E.B.

Supply School Leads Naden Sports Race

With the first half of the Naden inter-part sports competition completed, Supply School's "A" teams topped the standings with a total of 45 points compiled in four separate events. The supply men won the badminton and bowling tournaments and placed second in both volleyball and hockey.

CPO Peter Loverick and PO Bill Walters represented the school in



This is the Mechanical Training Establishment hockey team that won the first half championship of the inter-part hockey league at HMCS Naden. Front row, left to right: Ord. Sea. Victor Seguin, Ord. Sea. Walter Forier, Ord. Sea. Lloyd Eisler, Ord. Sea. Kenneth Staubler, PO Arthur Wadlow, Ord. Sea. Erison Bell and Ord. Sea. Edward Burns. Rear row: PO Frank Pickell, coach; Ord. Sea. John Noyes, Ord. Sea. Thomas Wilks, Ord. Sea. Wayne Miller, Ord. Sea. Edward Jones, PO Douglas Gallpen, Ord. Sea. Keith White, Ord. Sea. John Forgie, Ord. Sea. Robert Massey and PO Dave Sadler, manager. (E-21604).

badminton and came through undefeated. Commissioned Stores Officer Frank Bentley, Lieut. (S) Kenneth Doolittle, Lieut. (S) David Higgs, AB Thomas Earl and Ord. Sea. Gene Legault formed the bowling team and won the total point competition with a three-game score of 2813.

The Combines — Medical Comm. & ND — won the inter-part volleyball tournament, were second in badminton and bowling and took fourth place in hockey to record a total of 43 points.

With still another round to be played off, MTE was at the top of the hockey standing. The stokers were third in the over-all standing, having finished third in volleyball and badminton and 4th in bowling.

Following the MTE were Supply Naden, Ordnance, Supply School "B" and TAS and Electrical.

Star Pucksters Tie, Win Games With York

Two games played between the hockey teams of Star and York resulted in a 6-6 tie and a 4-0 victory for the Hamilton naval division.

The Star team is also competing in the Hamilton Industrial League and, while unable to climb into first place, has just about assured itself of a playoff spot.

Discovery Wrens Enter Vancouver Hoop League

The Wrens' basketball team at HMCS Discovery completed its preliminary training in December and was set to enter the Vancouver Commercial Basketball League early in the New Year. The team is managed by Wren Charlotte Lennox.

A men's swimming club has been organized by AB Ian Muir and practice sessions are held at the YMCA.

Cataraqui Cagers Score Five Straight Victories

HMCS Cataraqui's basketball team got off to a flying start in the Kingston Garrison League when it racked up five wins in as many games. The team's total score was 268 against 149 for the opposition.

The hoopsters are looking forward to competition later in the season with HMCS Carleton, the Ottawa division.

Not perfect, but good enough to gain them a spot in the Kingston Senior City League playoffs, was the record of Cataraqui's hockey team.



While HMCS Shearwater won most of the service soccer honors on the East Coast in 1952, Stadacona succeeded in taking the Halifax and district championship and with it the John Cox Challenge Shield. Here CPO John Hancock, captain of the Stadacona team, receives the shield from Mr. Cox following the final game in which Stad defeated Fairey Aviation 2-1. (HS-22674)

Under the tutelage of PO Gordon Clark and PO William Newman, the team went through the regular schedule with a record of one win, two ties and two losses.

The team has since entered the Kingston Garrison Hockey League, winning its first game and losing its second.

Games with York and Star were planned for early in the New Year.

Tecumseh Wrens Trim Air Force Hoop Team

Tecumseh Wrens, in their first game in the Calgary Ladies' Inter-Service Basketball League, shot down the Air Force by a score 59 to 7.

The Tecumseh team was led by Wren Eleanor Dermott, who scored 21 points, while Wrens Helen Weitzel and Joy and Shirley Sellers helped to build up the score.

Cornwallis Chiefs, POs Prove Hard to Beat

The hockey season is in full stride at HMCS Cornwallis. The ship's representative team, the Cornwallis Cougars, has played exhibition games with various other Navy squads and teams from Digby and Annapolis and is hopeful of making this a banner

year. Lieut. E. A. Wiggs is vice-president and team manager.

The Chiefs and Petty Officers are leading the way in the inter-part league, whose other entries come from the Communications School, Ship's Company and Midshipmen.

A 12-team inter-divisional league plays regularly scheduled games five days a week and, according to some observers, provides some of the most interesting hockey to be seen in the Cornwallis rink.

Service Rivals Outscore York Hockey, Ball Teams

Ice hockey is still holding the spotlight on the HMCS York sport front but the Toronto division's pucksters are not faring too well. In games played in the inter-service league, Air Force defeated York by a 3-1 count and then the ship was outfought by a courageous Army team to the tune of 4-3.

In their second clash with the York pucksters this season, Army definitely proved a point. That point was that they are the most improved club in the league.

The red and white squad poured the petrol to the engine after a shaky first period and whipped York by a score of 4-3. York seemed to

lack their usual gusto and after an early first period goal by AB Bob Irving they settled back to rest on their laurels. Before the tars knew it, midway through the second period the score read 2-1 for Army. AB Dennis Popa popped a loose puck past the Army goaltender to bolster York's faltering hopes, but sad to say this proved no barrier to Army. Again they smashed home, this time with two more goals early in the third, and once again York was on the dismal side of things.

Ord. Sea. Bob Maxwell cut the soldiers' two-goal edge in half late in the third period but York was unable to score the equalizer.

The first game in the Toronto Garrison Officers' Indoor Baseball League was played by York officers against the Irish early in December and resulted in a 15-0 win for the soldiers. This, incidentally, is considered a pretty average score for any inside ball session, so the defeat wasn't taken too seriously.

The Irish pitcher would have hurled a no-hit game but for Lieut. (L) D. L. S. Bate, who spoiled the record by getting the only hit for the tars. Lieut. (S) Vincent Henry pitched for York and Sub-Lieut. F. W. Galloway was behind the plate.—D.P.

Navy Starts Drive to Escape Cellar

After a slow start, the RCN entry in the Victoria Commercial Hockey League began to find its bearings and at the beginning of the year was making threatening gestures toward first place in the standings.

The sailors were still at the bottom but so close was the race that only two points separated the first and last place tenants. Spearheading the Navy surge was the first-string line of Ldg. Sea. Neil Standley, Ldg. Sea. Delmar Brown and AB Joseph Wood. Standley, centre for this combination, moved into second place in the individual scoring list, two points behind the leader.

Also performing yeoman service was PO Norm Jones, who doubles as coach and goal-keeper and in the latter capacity had the best goal-tending record in the league.

Stad Hockey Team Holds Second Place

Sports took a back seat during December to make way for the numerous children's Christmas parties and many other activities that claimed the use of the Stadacona gymnasium and P&RT staff. However, Stadacona managed to maintain second place in the six-team Halifax and District

Hockey League. Included in the league are entries from Stad, Shearwater, Halifax Shipyards, St. Mary's College, Dartmouth and Dalhousie University. St. Mary's College is currently leading.

An outstanding basketball game played in Stad's gymnasium before an audience of more than 1,000 still has people talking. The Harlem Globe Trotters, on a tour of the Maritimes, defeated Stad 60 to 33 in an exhibition game late in November. The Trotters' superb ball-handling techniques and footwork claimed the admiration of the Stad team, who, though outclassed, put up a valiant struggle.

A swimming meet early in December saw Stadacona lose to a team from Acadia University. The score was 42 to 33.

Additional Entries Swell Shearwater Loops

Now that Christmas and its seasonal diversions have passed, more and more teams are entering the various sports leagues at HMCS Shearwater. At last count, 13 teams were competing in the station volleyball league and at least five more were in the process of entering. Observers' entry led the league and had yet to taste defeat. In the officers' Wednesday league, the TAG officers were in first place with an unbeaten record.

Electrical and Air Engineering Chief and Petty Officers' teams are running neck and neck for first place in the bowling league. More than 700 persons turned out for bowling in the past month.

The inter-part basketball league has been progressing favorably and since Christmas three more teams have joined. Entries from Air Engineering and SNAM were in the favored positions at the start of the month.

The three representative teams formerly entered in the Halifax and District Basketball League have been reorganized and only two teams, one junior and one senior, are competing.

Twelve teams playing three days a week are competing in the inter-part hockey league. Air Force and Miscellaneous entries were tied for first place at press time.

Shearwater - Stadacona sports rivalry promises to be as keen in hockey as it has been in football. Teams from the two places are entered in the Halifax and District league and at present are tied for second place.



The Shearwater Players opened their fourth season with the celebrated naval comedy, "The Middle Watch", by Ian Hay and Stephen King-Hall. Shown above are four of the play's principals, PO Harold Reeves, Chaplain (P) Andrew Mowatt, AB Ronald Woodhill and Lieut.-Cdr. James McCulloch. The play was directed by CPO Douglas Cooke. (DNS-9624).

Moe The Moose

(from *THE MARKER*, Royal Military College,
Kingston, October 25, 1952)

CONTRARY to the picture of naval cadet summer training presented in the film "Tomorrow's Officers", life on board ship is not all paint brush, chipping hammer and deck scrubber. Many are the tales that are told of lighter moments on board, both while in harbor and at sea.

One such story is told by Bob Bidwell, former RMC Cadet and now midshipman aboard HMCS Ontario. The yarn concerns an incident from last summer's training, and in view of the "tour de RMC" made by a moose head named "Montague" last winter, we feel the story has interest because it shows what moose heads can do if they try.

It seems that Bob was one of fifty cadets appointed to HMCS La Hulloise for a six-week cruise to Dartmouth, England, and Dieppe, France. Realizing that they would be visiting the cadets of the Royal Naval College at Dartmouth, some of the boys thought that, partly as a lark and partly as a good will gesture, a memento of Canada should be left in the gunroom at Dartmouth.

It was decided that a rather ancient moose head that was around the Bidwell residence would be suitable; all that remained was the problem of how to get it aboard, how to keep it hidden for three weeks, and how to get it into the gunroom at Dartmouth. The solutions to these problems turned out to be very simple.

With the co-operation of one or two members of the crew, "Moe the Moose" was quietly carried aboard during the wee small hours, without, of course, the usual pipes and ceremonies that befitted the occasion. Quickly and silently Moe was stowed away in a small arms magazine used for baggage. In order to prevent their prize from being disturbed by the regular inspections of the magazine, a tag was attached around Moe's maw thus:

*Commodore Kenneth Black,
16 Oxingham Drive,
Gasale, New Walsale,
South Staffs, England.*

Needless to say, neither Commodore nor address existed.

All went fine until one Saturday morning during Captain's rounds, when an inspection was made of the magazine. Upon discovery of a moose head in the magazine, everyone trooped down the ladder into the magazine to see what was up. The Captain, the First Lieutenant, the Officer of the Day, the Coxwain and the Coxwain's writer; one by one they gazed first at the silent figure of

Moe and then with even more bewilderment the address affixed 'round the neck of our hero. Many were the puzzled faces on emerging from the magazine. Now, what in the devil was a moose head doing aboard one of the Queen's Canadian ships? However, since it was addressed to a RN Commodore, it must be alright, so . . . Moe remained.

In due time the task group of HMC Ships Crescent, La Hulloise and Swansea arrived in the ancient town of Dartmouth, home of Britain's famous naval college. Arrangements were soon completed to move Moe. One dark night a cutter manned by several English cadets slipped under the La Hulloise's bow, and ever so slowly was lowered away one moose head. The next morning Moe was mounted in the gunroom at the naval college, eyes twinkling, hair brushed—the very picture of Canadian moosehood.

And so our story would end, except for the Commodore. Through the facilities of the college it was arranged to have an official naval message sent to the ship a week later. It arrived while the ship was in Portsmouth and simply stated that Commodore Black wished the moose head be shipped to a different address than the one previously indicated.

"Fair enough," said the Captain, eager to get rid of the creature. He sent for the chippy. In due time the shipwright arrived and was instructed to construct a crate to house the head—the Captain wanted to be sure Moe arrived in good shape. On casual inquiry the next day as to the crate's progress, the chippy indicated that he had been unable to locate the moose head.

The ship was searched—no Moe. The moose head had vanished! How the cadets managed to keep from splitting their sides is still a mystery. Finally the boys felt that in order to restrain their superiors' sanity they had better explain the situation. There were many red faces in the wardroom that night.

*And so, my moose, if you would
roam,
If you would travel 'cross the foam,
If from the Frigate you would flee,
Then run away and go to sea.*

—W. R. Allan.



NEW STEERING TRAINER DEVELOPED

Recruits Learn to Handle
Helm Before Ever
Seeing Ship

THE latest in a series of devices designed to teach sailors how to steer a ship even before they ever see one is now making its appearance in the Navy's training establishments. Six have already been distributed and the rest will follow as they become available.

For years various synthetic steering trainers, some of them fairly ingenious, have been used to instruct naval newcomers in the rudiments of hand-

ling the helm.

The newest model, however, comes much closer to the real thing, inasmuch as it incorporates more factors encountered in the actual steering of a ship.

The trainer consists of a wooden cabinet, about four feet high, on which are mounted an aluminum wheel, a helm indicator and a gyro compass tape repeater. By means of motors, the helm is made to react like



Ldg. Sea. Ronald Code, an administrative writer on the staff of HMCS Carleton, tries out the prototype of a synthetic steering trainer which has been developed for use in naval divisions and training establishments. Ldg. Sea. Code's effort are carefully watched by CPO Erland Grant, another member of the staff. (O-3892).

"Ham" Radio Club Formed at Cornwallis

An amateur radio club has been organized at HMCS Cornwallis and the naval training establishment is on the "ham" bands once more.

Commander R. M. Murdoch is president of the RCN Amateur Radio Club Cornwallis and other officers are: First vice-president, CPO Jack Mooney; second vice-president, Commissioned Communications Officer J. W. Jewers, and secretary, PO D. A. Potter.

To help it on its way, the club received a grant of \$600 from the Ship's Fund for the purchase of materials and tools to build a transmitter of approximately 350 watts output.

Operating under the call letters VEIHO, the club is on the air from 2030 to 2230 on Mondays (following the weekly business meeting) and from 1930 to 2230 on Thursdays, on a frequency of 7040 kilocycles (approximately) and with an output of 150 watts on CW only.

New members who have not had radio experience are given lectures on basic theory and radio principles by PO Mooney during the Monday night operating periods.

that of a ship proceeding at ten to 12 knots. By adjusting various settings at the back of the cabinet, the instructor can introduce the effects of yawing and wind drift. A spring on the wheel helps it to return to the 'midships position.

Development of the new trainer goes back to when the Director of Naval Reserves, at Headquarters, approached the Electrical-Engineer-in-Chief on the possibility of producing a power-driven steering teacher which would replace the limited mechanical types hitherto in use.

The project was placed in the hands of the Development Section of EE-in-C, under Lieut.-Cdr. (L) J. M. Davison, where a team composed of Commissioned Radio Officer Ralph A. S. White, head of the Canadian Naval Electrical Laboratory, and three civilians, Hugh Robertson, in charge of EE-in-C's drawing office, Gilles Choquette, machinist, and Dan O'Grady, ex-P1ET4, took the job in hand.

This group was largely responsible for the finished product, two prototypes of which were sent out, one to HMCS Carleton, the Ottawa naval division, for technical observation and the other to the Seamanship School in Stadacona for evaluation trials.

Subsequently two more were forwarded to Cornwallis and one each to York (Toronto), Queen (Regina), Unicorn (Saskatoon) and Cataragui (Kingston).

'ROUTINE PATROLS' OCCUPY DESTROYERS

ON BOARD HMCS ATHABASKAN — On completion of final preparations, HMCS Athabaskan slipped and proceeded to sea on the first leg of what was to be her third trip to Korean waters. As she turned in the basin and headed for the harbor entrance the other ships cheered her on her way, signal lamps sent farewell messages and the Sioux played the plaintive "China Night" over her broadcast system. It was a cold, grey October 29, and all aboard were looking forward to the warm, sunny climate of the Hawaiian Islands.

Five days after leaving Esquimalt we were alongside in Pearl Harbor. The first few days had been fairly rough and devoted chiefly to settling in and developing sea legs. The ten days at Pearl were spent doing operational work-ups with U.S. aircraft and submarines. Then, after two days of practicing day and night bombardments at a nearby island, we had completed our program and were declared ready to take on the enemy.

We sailed from Pearl Harbor with the USS Rochester (cruiser) and four American destroyers. On November

18 our task unit arrived off Midway Island. While the Rochester lay off to seaward the five destroyers went in through the narrow channel to the fuelling jetties.

Midway, besides being one of the key outposts of the American defence perimeter, is the home of a species of sea bird known as the gooney. On Midway they enjoy the protection of the Department of Wildlife and their numbers abound. The most drastic thing that can happen to a gooney bird is to have its picture taken by a visiting sailor.

Leaving Midway on completion of refuelling, we rejoined the cruiser and pressed on for Japan. Tokyo Bay was reached on the morning of November 25, just five months to the day since the ship had last left Japan homeward bound. After transferring a sick man to the Rochester in nasty weather, we took our leave of the unit and set course down the east coast of Japan, around the southern tip of Kyushu and up to Sasebo on the west coast.

The arrival of the Athabaskan in Sasebo was no novelty to the staff

ashore; she was accepted as if she had just returned from patrol. On reaching the inner harbor we went straight to old X-ray 3 buoy, where the ship had secured many times before.

It was ten days before the ship sailed for a carrier patrol off Korea's west coast. While in Sasebo there was always an enthusiastic turnout for sports. It was ideal soccer weather and we managed to fit in a few games against Royal Navy teams. We are well off for soccer players in the ship and it was surprising how well our team stood up against the British. We tied two games and lost one by a narrow margin.

After a chalk talk from a RN PTI we even tried our hand at grass hockey. With a little practice the ship should have a fair team.

In the softball line there were the perennial inter-part games which had been going on every afternoon in harbor since the ship left Esquimalt. Sasebo is getting too cold for softball now, but up until the time when the weather broke as many as six teams were fielded in one afternoon. The Radar Plot rates have yet to taste defeat and to date have by far the best team in the ship.

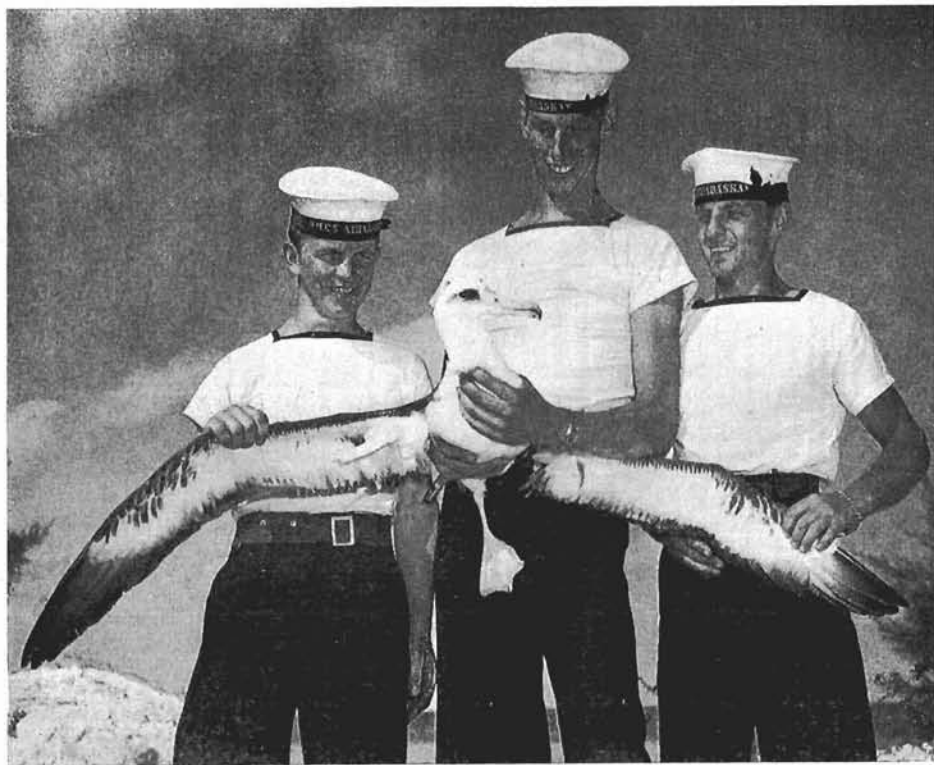
At the time of writing the Athabaskan is on her way back to Japan after what has been a very "routine" patrol. As a diversion from the monotony of life in the Corpen Club we have had three days with the inshore patrol. Nothing very exciting, but once again the Athabaskan's guns were fired in anger. And after a few days' rest in port the ship will once more point her bows toward the Yellow Sea.—J.S.K.

* * *

ON BOARD HMCS HAIDA — The Haida now knows, from first hand, all about the tedium of patrol duties in the Korean theatre. Soon after arrival the ship proceeded on her first patrol and since then has seen regular service off the Korean coast.

On the last part of her outward voyage the Haida was fortunate in being routed via Yokosuka, which is 40 miles south of Tokyo, and a four-day stay there enabled many of the ship's company to visit the Japanese capital. The officers were guests at a reception in the Canadian Embassy.

The ship's Roman Catholic padre,



One of Midway Island's myriad gooney birds "poses" with three men from the Athabaskan — Ord. Sea. Jim Yetman of Toronto, AB Robert Cunningham, Vancouver, and PO Ignace Sushack, Winnipeg. (AN-120).

Shannon Park Paper

Shannon Park, home to about 500 Navy families, is now served by a little eight-page weekly newspaper, The Shannon Park News.

The paper is a private venture, edited by an ex-newspaperwoman, the wife of a Chief Petty Officer, and endeavors to give full news coverage of the housing development across the harbor from Halifax.

Father J. A. McLean, became a "sky pilot" on the very first patrol, transferring to another ship by helicopter to say morning mass and returning in the same manner.

The Supply Officer has introduced a "Hong Kong allotment plan" whereby members of the ship's company may set aside money payable to them when and if the ship goes to Hong Kong. This idea was welcomed by those wishing to buy gifts and souvenirs in that colony and who, like most of us, find difficulty in holding on to ready cash.

A choir has been organized in the ship, similar to that of HMCS Quebec but on a more modest scale. Choir leader is the Engineer Officer, Lieut.-Cdr. (E) K. E. Lewis, and "organist" is CPO P. J. Duchene.

Among the items turned over from the Nootka were Lee Pak and his Chinese laundry crew, who have proven a welcome addition to the ship's amenities.

* * *

ON BOARD HMCS CRUSADER
—Anything on land, sea or air is meat for HMCS Crusader's gunners—although they don't always have the chance to chew it thoroughly.

Aircraft alerts on the west coast of Korea have been more frequent of late, but it was not until December 5 that the Crusader had an opportunity to get in a few licks at enemy planes.

The destroyer was at her night station off two friendly islands when an air raid warning was received at 8 p.m. The guns' crews went to their AA stations and not many minutes later enemy aircraft were detected approaching the ship. The instant the first plane was within range the Crusader's 4.5-inch guns opened fire. The plane turned away and the guns were trained on a second target. This one also veered off from the fire.

In the lull that followed, flashes of bursting bombs could be seen in the distance where, it was learned later,

bombs were dropped ineffectively on the islands by four aircraft.

The Crusader's main armament opened up again on two of the home-ward-bound raiders, but her gunners were again frustrated in their hope of bringing an enemy aircraft.

A useful bit of work was credited to the Crusader when she was detached from screening HMS Glory (aircraft carrier) to do a routine inshore patrol.

As she reached her station, she encountered the Australian destroyer Anzac making high speed to avoid shells falling dangerously close around her from a shore battery.

The Crusader went charging in at 30 knots, all 4.5 guns blazing. The target area disappeared in a cloud of smoke and dust and the communist guns stopped firing. The Anzac reported the Crusader's fire was dead on the enemy gun position and made it clear that the Crusader was a welcome visitor on a Korean Sunday afternoon.

During periods in harbor, 48-hour leave periods have been granted to organized parties to visit Commonwealth centres and Sunday make and mends at sea have been brightened by various ship-board activities.

MONTREAL OFFICERS CLUB ELECTS J. A. LEWIN PRESIDENT

Officers for 1953 were elected by the Montreal Naval Officers Club at the recent annual meeting. They are: J. A. Lewin, president; C. D. Howard, vice-president; J. M. Richardson, secretary; F. N. Wilson, treasurer; C. F. McKim, assistant secretary, and R. G. Bremner, assistant treasurer.

Directors for 1953 are: C. W. G. Brown, D. M. Chenoweth, F. G. Flynn, F. P. Hamm, A. Marcil, W. H. G. Dunn, W. C. Harrison, A. H. Thompson and George Kennedy.

Navy Launch Ends Spell With RCAF

The Navy's High Speed Launch 208 returned to Halifax last November after operating with the RCAF at Chatham, N.B., since May.

The HSL acted as a safety vessel at the "air to air" gunnery range for jet fighters from the Chatham station and took part in several search and rescue efforts. The Navy launch rescued a downed Mustang fighter pilot, located the remains of a jet which had crashed into the sea and figured in searches for missing fishermen.

Convenient Coincidence

A coincidence, to most people, is something that usually happens to the other person. Recently in the Atlantic Command a spate of coincidences took place.

While HMCS Crescent was returning from a cruise to Havana, Cuba, one of her seamen developed a case of appendicitis and the ship cranked up speed for the last 240 miles to Halifax. An ambulance rushed the man to the RCN hospital and there he was wheeled into the operating room. Surgeon Lieut. Donald Willoughby removed the offending appendix and, as he was sewing up the incision, the Medical Assistant who was working with him collapsed. As soon as the Crescent seaman was out of the operating room, Lieut. Willoughby had the MA on the table and removed his appendix.

Another coincidence occurred on the main highway leading out of Halifax. Five Chief Petty Officers were driving to Shannon Park, on the Dartmouth side, and one Chief was returning to his home in Halifax from Dartmouth Shipyards. The lone Chief's car skidded on the treacherously icy road and the other car collided with it. When an RCMP officer appeared on the scene to investigate the accident, the first thing he said was, "Well, all chief petty officers! I used to be a chief myself."

Retirement

CHIEF PETTY OFFICER JAMES WILLIAM MUNDIE

Rank: C1G13
Age: 40
Length of Service: 23 years, 3 months
Hometowns: Saltcoats, Sask., and Victoria.
Joined: May 7, 1929, as a Boy Seaman.
Served in: HM Ships Victory, Pembroke, Nelson, Excellent, Royal Sovereign, Comet; HMC Ships Naden, Vancouver, Skeena, Restigouche, Stadacona, Assiniboine, Ottawa, Cornwallis, Givenchy, Warrior and Nonsuch.
Award: Long Service and Good Conduct Medal, August 31, 1945.
Retired: December 10, 1952.

STOCKHOLM CHRISTENING

The infant son of Petty Officer William A. Lovett and Mrs. Lovett was christened Thomas Francis Patrick recently in Stockholm, Sweden. The ceremony was held in St. Marie Roman Catholic Church with the Right Reverend Father Fens officiating. Sgt. O. W. Scheuneman, RCAF, and Mrs. Scheuneman stood proxy for the Godparents, Mr. and Mrs. F. Richards of HMCS Cornwallis. PO Lovett is serving on the staff of the Canadian Naval Attache at Stockholm.

THE 'BONES' OF DEADMAN BAY

(Continued from Page 6)

Piles of stone and ballast are evidence of the fact that they were deliberately sunk. Pieces of wood from the vessels have been examined by forestry scientists and have produced interesting evidence of the fact that the ships were built hurriedly. Streaks of decay were found which the experts state must have been in the oak while still growing.

One vessel, lying in about 14 feet of water toward the head of the bay, measures about 93 feet in length and 34 feet in beam. It has been identified by this and a process of elimination as the old *Wolfe*, Sir James Yeo's first flagship, which was renamed the *Montreal* in 1814. The second vessel, nearer to the open lake, measures 134 feet by about 35, and is undoubtedly the *Prince Regent*, the flagship in 1814.

The cost of lifting either of these two vessels, which some people have urged as a tourist attraction, would be enormous. They are constructed of local white oak which sinks when waterlogged. Also, some of their main frames have collapsed because parts of the vessels were removed for exhibitions in Fort Henry a few years ago.

* * *

During the course of the investigation in Deadman Bay a smaller vessel was located, recovered and placed in the Fort Henry Military Museum. It was identified as a bateau, a type of craft frequently used for transportation up river and to the Bay of Quinte. This particular boat had been carrying cordwood for fuel. Some pieces were found on the deck and there were clear marks of axe-blades where wood had been chopped up in the boat itself. The whole of the flat bottom, which had been sunk beneath a foot of mud, was in a good state of preservation. A soft-wood bung was found still intact in its place, and there was therefore reason to believe that the vessel had not been scuttled. On the other hand there was also no obvious explanation for the sinking of a wooden boat without heavy cargo in 17 feet of water.

Although a contemporary newspaper account of the accident in 1846 said that the craft in which the men were drowned was believed to be a "ship's jolly-boat", i.e. a very different craft from a bateau, it is quite possible that the reporter erred and that the vessel which has now been

recovered is that which was involved in the accident in 1846.

* * *

The bateau was raised by cadets of the Royal Military College with the aid of the three services. HMCS *Cataragui* loaned a tug which was used to bring the wreck, still submerged, from Deadman Bay to Navy Bay. The RCAF sent a crane to lift the wreck from the water and RCME loaned a tank transporter to convey the scow to Fort Henry.

Weddings

Ordinary Seaman Roger Bibeau, HMCS Cornwallis, to Miss Monige Lavoie, of Drummondville, P.Q.

Lieutenant Harry L. Frost, HMCS Magnificent, to Miss Frances Mary Murdy, of Londonderry, Northern Ireland.

Ordinary Seaman Rene Gilles Amist, HMCS Cornwallis, to Miss Paulette P. Acquin, of Digby, N.S.

Able Seaman Guy Lalonde, HMCS Portage, to Miss Phyllis Enair, of Sherbrooke, P.Q.

Lieutenant-Commander (S) Evan S. Lloyd, HMCS Stadacona, to Mrs. Ruth D. Maxwell, of Westmount, P.Q.

Lieutenant (MN) Jean B. Smith, HMCS Naden, to Dr. Roy Rowsell, of Toronto.

Able Seaman Barry W. Taylor, HMCS Magnificent, to Miss Marie L. Spackman, of Dorval, P.Q.

Births

To Able Seaman James Allen, HMCS Shearwater, and Mrs. Allen, a son.

To Lieutenant David W. Atkinson, HMCS La Hullose, and Mrs. Atkinson, a son.

To Lieutenant James Butterfield, HMCS Discovery, and Mrs. Butterfield, a son.

To Petty Officer Robert Connor, Aldergrove Naval Radio Station, and Mrs. Connor, a son.

To Chief Petty Officer James Doyle, HMCS Cornwallis and Mrs. Doyle, a son.

To Sub-Lieutenant R. Guy, HMCS Portage, and Mrs. Guy, a daughter.

To Chief Petty Officer E. L. Hall, HMCS Queen, and Mrs. Hall, a son.

To Lieutenant B. L. Judd, HMCS Stadacona, and Mrs. Judd, a daughter.

To Able Seaman Douglas Kennedy, HMCS Cataragui, and Mrs. Kennedy, a daughter.

To Lieutenant (S) Harry McClymont, Gloucester Naval Radio Station, and Mrs. McClymont, a daughter.

To Petty Officer S. A. Morrison, HMCS Queen, and Mrs. Morrison, a daughter.

To Lieutenant J. H. Murwin, HMCS Cornwallis, and Mrs. Murwin, a daughter.

To Leading Seaman Peter Oslie, Aldergrove Naval Radio Station, and Mrs. Oslie, a daughter.

To Lieutenant W. J. Waldron, HMCS D'Iberville, and Mrs. Waldron, a daughter.

Introducing: THE TAM

*Technical Assistant Medical
Assists MOs Specializing
in Aviation Medicine*

The Medical Branch has increased its specialist categories to eight with the addition of a new rate, the Technical Assistant Medical.

The new technicians will be trained to assist naval doctors specialized in aviation medicine in making medical examinations of naval aircrew personnel. They will give tests and maintain the complex equipment necessary for the rigid periodic medical check-ups of pilots, observers and observer's mates.

First man to wear the new badge of the Technical Assistants Medical (abbreviation, TAM) is CPO Bernard W. Tipert, of New Germany, N.S., who completed the two-year course last fall. Two other medical assistants are taking the course at present, CPO Vincent McGrath, of Almonte, Ont. and PO Bruce Burroughsford, of Toronto. Other men will be trained later and the TAMs will serve on board the Magnificent and at the RCN Air Station, Dartmouth.

During the course, the TAMs train at hospitals and naval air stations in Halifax, Dartmouth and Pensacola, Fla. They spend a full year in the Eye, Ear, Nose and Throat Clinic at the RCN Hospital, Halifax, followed by six weeks at the RCN Air Station, where they work at the hospital and fly in various naval aircraft to familiarize themselves with the mental and physical strains placed on naval aviators in operational and training flights.

At Pensacola, the new specialists get advanced training at the US Navy's School for Aviation Medicine to qualify for medical assessments and treatment of the flyers. Another important part of the course is the maintenance, repair and operation of such equipment as the electrocardiograph, decompression chamber, centrifuge and audiometer. To enable the Technical Assistant Medical to understand these machines more fully, a special course has been arranged with the manufacturers.

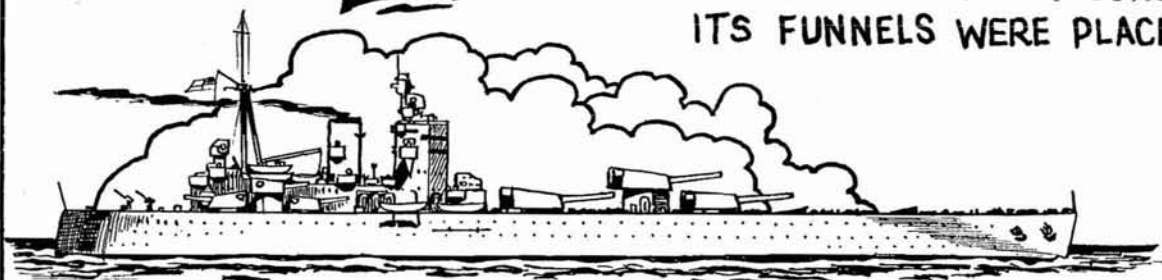
The RCN has three medical officers who are specialists in aviation medicine and who serve at the RCN Air Station and on board the Magnificent. They are Surg. Lieut.-Cdr. R. F. Hand, of Halifax, Surg. Lieut. H. D. Oliver, of Halifax, and Surg.-Lieut. Charles Konyer, of Toronto. Lieutenants Oliver and Konyer are fully qualified naval pilots.

NAVAL LORE CORNER

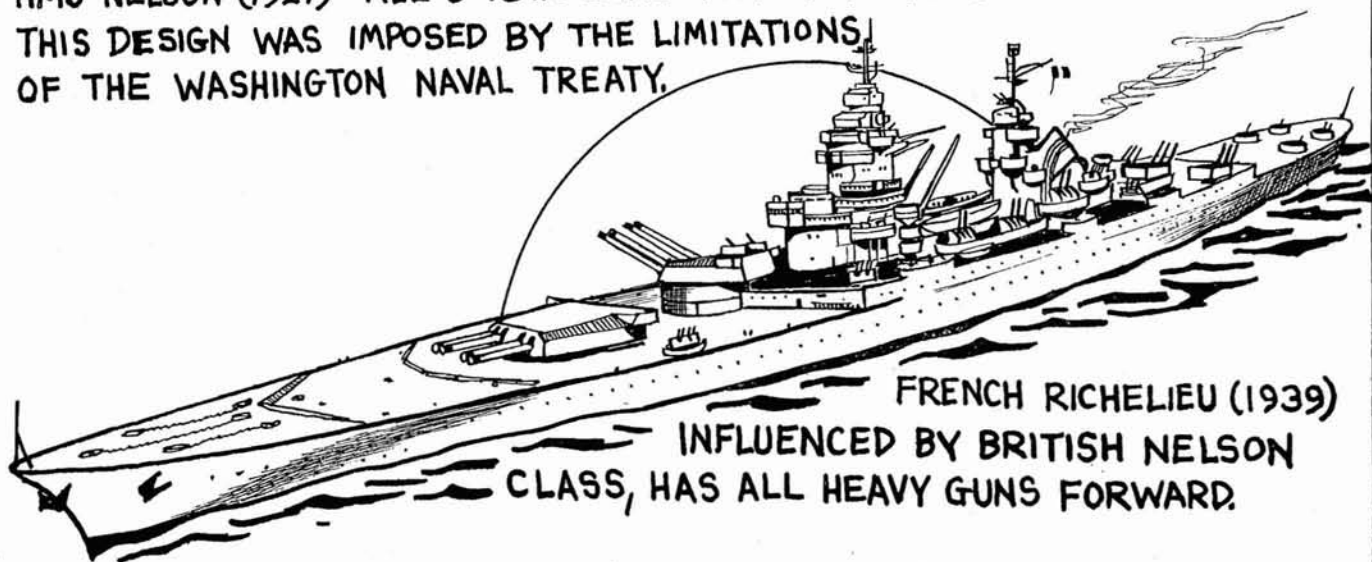
NO. 9
'ALL GUNS FORWARD'
CAPITAL SHIPS.



HMS VICTORIA
(1887) - TURRET SHIP
WITH ALL HEAVY GUNS FORWARD,
ITS FUNNELS WERE PLACED ABREAST.



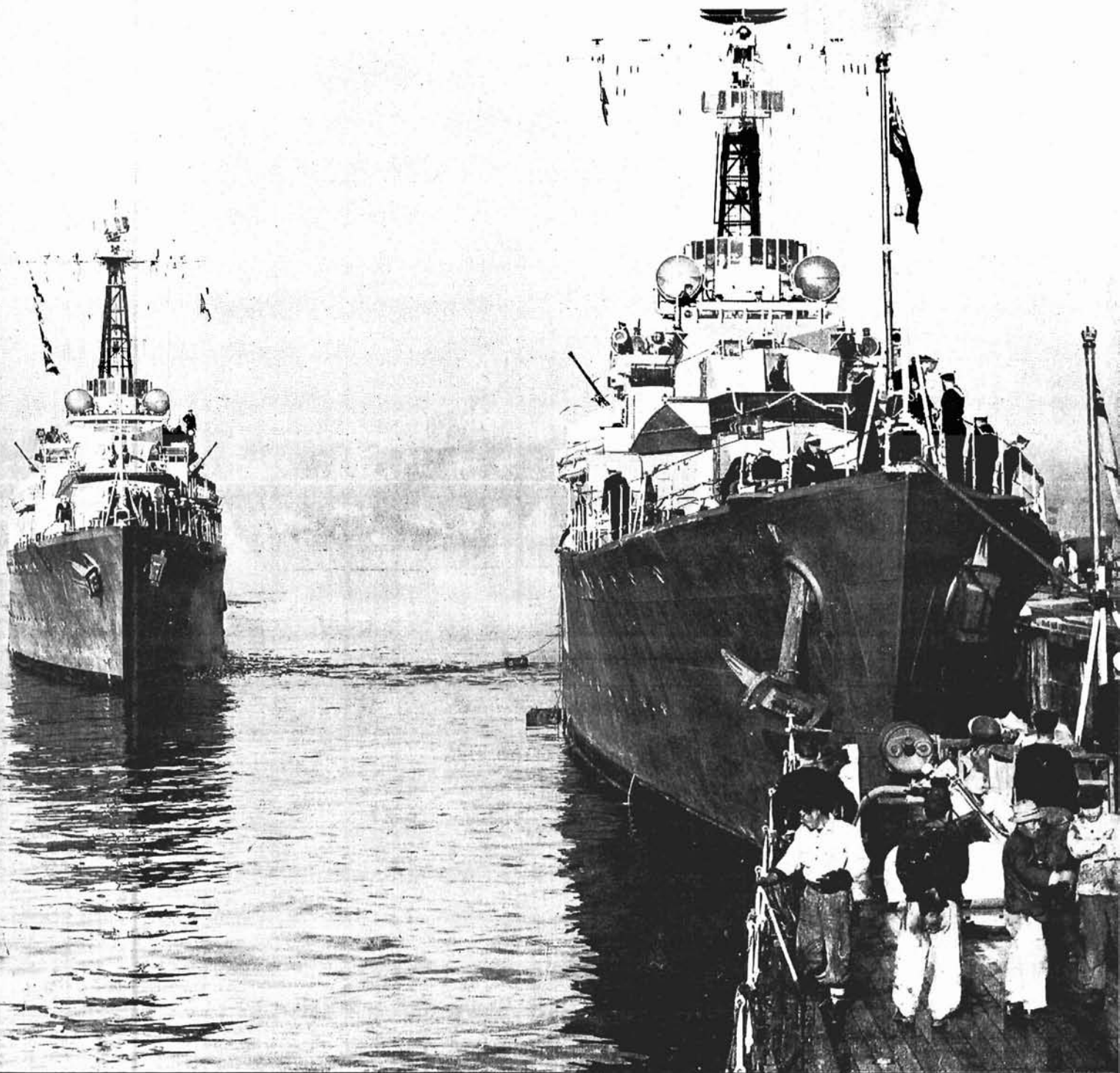
HMS NELSON (1927) - ALL 9 16 IN. GUNS PLACED FORWARD.
THIS DESIGN WAS IMPOSED BY THE LIMITATIONS
OF THE WASHINGTON NAVAL TREATY.



FRENCH RICHELIEU (1939)
INFLUENCED BY BRITISH NELSON
CLASS, HAS ALL HEAVY GUNS FORWARD.



The CROWSNEST



Vol. 5 No. 5

March, 1953



... CANADA
PLY DEPOT
ESQUI

DITTY BAGS FOR KOREA

From the NAVY LEAGUE OF CANADA

To: OFFICER IN CHARGE
NAVAL SUPPLY DEPOT
... DOCKYARD ...

D. WINT
24321-11



The CROWSNEST

Vol. 5 No. 5

THE ROYAL CANADIAN NAVY'S MAGAZINE

MARCH, 1953

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LADIES, AND MEN, of the month are those good Canadian citizens who, ever since the first RCN destroyers went to the Far East in the summer of 1950, have been filling ditty bags destined for Canadian sailors serving in the Korean theatre.

The ditty bags are packed by members of Navy League of Canada branches across the country and are shipped by the Navy League in cartons to the Naval Supply Depot at Esquimalt. From there they are dispatched by the Navy to Japan.

Containing reading matter, stationery, toilet articles and other amenities, the ditty bags are probably even more popular now than they were during the Second World War. For not only do they provide comforts for the sailors but, coming as they do from persons unknown to the recipients, they serve as reminders that the men in Korea are not forgotten by the people back home.

Nor is the Navy League the only organization sending comforts to servicemen in Korea. Others, both national and local, have picked up in many cases where they left off at the end of the Second World War.

In the photo on the opposite page, CPO George Vander Haegan, of Yorkton, Sask., and Victoria, coxswain of HMCS Athabaskan, passes on a ditty bag, and the Navy League's good wishes, to AB Donald Hunt, of Windsor, Ont., following the arrival of a recent shipment on board the destroyer. (AN-170).

Cover Photo — Due to operational requirements, the Canadian destroyers serving in the Korean theatre seldom see one another, either at sea or in port. Circumstances worked in their favor at Christmas time, however, and for a brief while all three were berthed abreast at Kure, Japan. The photo shows the Athabaskan about to come alongside the Crusader on arrival in Kure from patrol. They were joined later by the Haida and for a short 12 hours three Canadian Blue Ensigns flew side by side. (CU-398).

SUBSCRIPTION RATE

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OTTAWA, ONT.

R.C.N. News Review

Rear-Admiral Bidwell To Command Squadron

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, will command the six Canadian warships taking part in the Coronation naval review at Spithead, flying his flag in the Quebec.

Commander Robert P. Welland has been selected to command the RCN Coronation contingent of RCN and RCN(R) officers, men and women. Seventy-eight will march in the procession and 43 will line the route near Canada House.

The Sioux and Ontario will sail from Esquimalt to arrive at Halifax April 18 and 27, respectively. They will depart from Halifax for overseas in company with the Quebec and Magnificent May 7, disembarking the Coronation Contingent at Spithead May 15.

During May, the Magnificent, with the Sioux as plane guard, will exercise

in U.K. waters while the Ontario and Quebec will carry out a separate program.

The Swansea and La Hullose will leave Halifax May 18 and will rendezvous with the other four RCN ships off Portsmouth, on May 30. The Magnificent will disembark the 30th Carrier Air Group to Lee-on-Solent at the same time.

The Sioux, Swansea and La Hullose will be berthed in the River Thames from May 30 to June 4. The ships will depart in company about June 16, the day after the review, to arrive at Halifax nine days later. The Ontario will remain in the United Kingdom, where she will be docked to complete repairs not carried out during her winter refit at Esquimalt.

Winter Plagues Ships On Korea Patrol

Ice and cold were the chief enemies of the Canadian destroyers in Korean

waters during January.

Early in February HMCS Athabaskan arrived in Tokyo to await the arrival of Vice-Admiral E. R. Mainguy, Chief of the Naval Staff. From Tokyo, Admiral Mainguy set sail in the Athabaskan for the east coast of Korea and subsequently visited Canadian Army troops in the field and the destroyers Haida and Crusader. He was to return to Japan in the Crusader to visit Sasebo, Kure and Tokyo.

Before her visit to Tokyo the Athabaskan was on a patrol during which she spent 48 hours in pack ice off the west coast of Korea. Her first patrol of the year was broken by a successful 18-hour struggle to save the life of a wounded ROK sailor.

A ten-day patrol by the Haida also reminded old timers on board of winter in the North Atlantic. Four times the hands had to be put to chipping ice in Battle of the Atlantic style. Temperatures ranged from 20 degrees below freezing to 20 above and for two days gales blew, with waves building up to as high as 25 feet. The Haida was part of the anti-submarine screen of a United Nations aircraft carrier at the time.

The Crusader escaped part of the bitter Korean winter by making a 10-day visit to Hong Kong during the latter part of January.

Iroquois, Huron Going To Far East Together

Two veterans of the Second World War, HMCS Iroquois and HMCS Huron, will sail from Halifax in company April 29 for the Korean war theatre to relieve the Crusader and the Haida. The Athabaskan will continue on duty there with the newcomers.

Both the Iroquois and the Huron have already completed a tour of duty in the Far East. The Huron spent five months there in 1951 and the Iroquois returned to Halifax from her first tour in January of this year.

Second HMCS Fraser Launched on West Coast

Third destroyer escort to be launched in the current new construction program slid down the ways



It was bitterly cold off the west coast of Korea in January and winter clothing was in order for those on watch or working on the upper deck. Two of HMCS Athabaskan's stoker mechanics, ABs Walter Robinson, North Battleford, Sask., and Arthur Sheppherd, Vancouver and Victoria, prepare to connect the hose line during a chilly fuelling at sea operation. (AN-139).

February 19 at the yard of the Burrard Drydock Company Limited in North Vancouver after being christened HMCS Fraser by Mrs. E. R. Mainguy, wife of the Chief of Naval Staff.

Vice-Admiral Mainguy, absent visiting Canadian destroyers in the Far East, was represented at the ceremony by Commodore K. F. Adams, acting head of the Pacific Coast Command.

Previously launched in Canada's program of 14 destroyer escorts were the St. Laurent, at Montreal in November 1951, and the Skeena, at the West Coast last year. The Fraser, with only the hull constructed in North Vancouver, is being completed in Yarrows Ltd., shipyard at Esquimalt.

The new ship bears the name of a Canadian destroyer which was called into action at the outbreak of the Second World War and which was lost in a collision at sea during the evacuation of France.

The first HMCS Fraser was originally commissioned in the Royal Navy as HMS Crescent and was acquired by Canada in 1937.

Algonquin Commissions As Destroyer Escort

The first of Canada's up-to-the-minute anti-submarine vessels joined the Royal Canadian Navy when HMCS Algonquin commissioned February 25 at Esquimalt.

She is commanded by Commander P. F. X. Russell and has a Halifax Port Division complement. The former fleet "V" class destroyer, now a destroyer escort, will carry out trials in the Esquimalt area until early May.

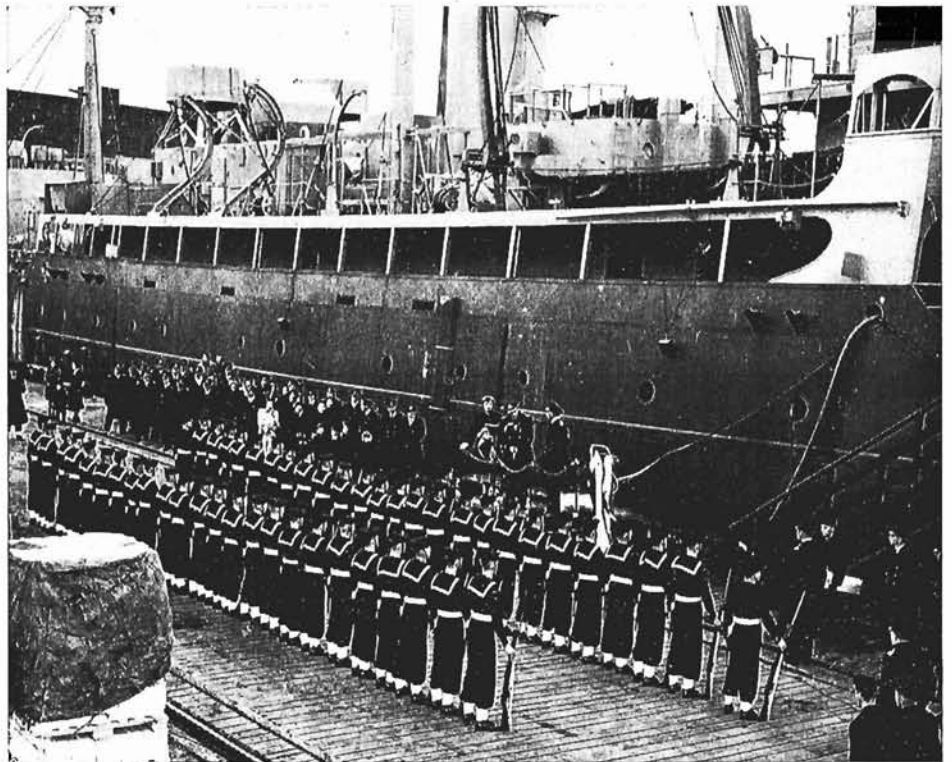
Naval Drama Group Wins N.S. Festival

Last year The Crownsnest, in prophetic vein, referred to the first appearance of the Shearwater Players in the Nova Scotia regional festival of the Dominion drama competition as "An Auspicious Debut".

This magazine's crystal-gazing stock soared this year when the Shearwater thespians again entered the regional festival and won the award for the best presentation. An additional honor was the selection of Lieut. Roy S. Portchmouth as the best actor.

The regional festival was held this year in New Glasgow. The Shearwater entry was J. B. Priestley's three-act drama, "An Inspector Calls". Adjudicator John Allen said the Shearwater entry was "very well" played and produced.

Lieut. Portchmouth won the "best actor" award for his portrayal of the inspector.



The former maintenance ship Flamborough Head was re-named and commissioned as HMCS Cape Breton at Halifax January 31. The Cape Breton will serve as Technical Apprenticeship Training Establishment and the first class of technical apprentices is now under training in the ship. The above photo, taken during the commissioning ceremony, shows the guard of honor drawn up before the dais on which are Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast; Commander (E) E. N. Clarke, commanding officer of the Cape Breton, and Mrs. Porteous, wife of Commodore (E) W. W. Porteous, Superintendent of the Dockyard. Mrs. Porteous formally gave the ship her new name. (HS-23910).

East Coast Ships On Training Cruises

HMC Ships Quebec, Huron and Portage rendezvoused with the Royal Navy submarine Andrew off Bermuda on February 8 for exercises.

On board the Quebec was Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, who was to return to Halifax in the Huron on completion of the exercises.

Also in the Quebec were 17 mid-shipmen, with seven-year short service appointments, who are undergoing concentrated sea-training before specializing in naval aviation, and six Sea Cadets from eastern Canadian corps.

The Quebec's participation in the Bermuda exercises was the beginning of a cruise which was to take her to Tortola, Virgin Islands, and Port of Spain, Trinidad, bringing her back to Halifax on March 8. Four days later she was to begin a second southern cruise, this time to Tortola and New Orleans, La.

For the Huron, the Bermuda exercises represented another stage in a work-up cruise which had taken her to Miami, Fla., and Guantanamo, Cuba.

Naval Aircraft Joining Exercise "Assiniboine"

Avengers and Sea Furies of the 30th Carrier Air Group left HMCS Shearwater on February 19 for the Canadian Joint Air Training Centre, Rivers, Manitoba, to take part in the annual tri-service "Exercise Assiniboine" on March 5.

The Exercise was to centre around Camp Shilo, not far from Rivers, and was to be observed by 160 students from the Canadian Army Staff College at Kingston and the RCAF Staff College, Toronto.

Naval aircraft making the trip west included ten Sea Furies of VF-871 Squadron and 12 Avengers of VS-881 Squadron. They were to share with RCAF aircraft the job of dropping bombs and firing rockets at Shilo.

Three weeks were to be spent by the naval flyers at Rivers, studying air-ground co-operation and taking part in artillery spotting exercises.

During the stay at Rivers opportunity was taken to send representative flights from the CAG on weekend visits to four western cities—Saskatoon, Regina, Calgary and Edmonton.

A Thriving Community

by F. W.

Year-Old Shannon Park Now Has Population of Over 2,500

SHANNON Park is no longer a vague outline of institutional-appearing buildings on the northern fringe of Dartmouth. It is taking on character. Dartmouth and Halifax realize with a jolt that here is a new neighbor larger in population than Eastern Passage, the Shearwater naval married quarters development, or Woodside. With a population of well above 2,500 persons, Shannon Park is a ready-made town.

Shannon Park, in no way a part of Dartmouth, was faced with setting up a democratic system of self-rule for more than 500 families, with none of the progressive steps that built slowly over many years the ancient and honorable history of civic administration in other Nova Scotia communities.

Much credit is due Lieut.-Cdr. L. D. M. Saunders, Command Married Quarters Officer, for the

preliminary arrangements, and Mr. A. G. Brown, civilian Married Quarters Administrator, who devised a unique system of block representation from which the first mayor and town council were elected.

The second year's council was elected on the usual secret ballot system. The mayor is CPO Fred Norwood and councillors are PO Arthur Inglis, PO Frank Myers, Ldg. Sea. Robert Laframboise, CPO Guy Cross, CPO Charles B. Suttle, CPO Fred Stiner, CPO John Lipton, Ldg. Sea. Clifford Yuille, Ldg. Sea. R. D. Ferguson, PO C. M. Johnson, CPO J. H. Quinn and CPO D. C. Webb. Secretary is CPO William Hodgkin.

In addition to its mayor and town council, Shannon Park has what are known as "block representatives." Meeting once a month, they hear complaints, suggestions and ideas.

These are acted upon by motions which are channeled through the town council to the proper authority. The deputy mayor and one councillor are present at each meeting.

Latest benefit from town council is the inauguration of the Shannon Park police. The force consists of four men, one of whom is on duty at all times.

The residents lead a full and busy life. Social activities have been organized by the Athletic and Entertainment Committee, of which CPO Herbert Popp is president.

Movies are shown in the school auditorium at 1, 3 and 8 p.m. each Saturday. Badminton, bridge, cribbage and glee clubs have weekly sessions and once a week there is a bingo.

There is a sewing class held in the school four nights weekly under the supervision of Mrs. Nelson Webb. Two ballet classes are held weekly under the tutelage of Mrs. Robert Peel.

A bi-weekly adult social is held under the convenship of Mrs. George Coles.

The children enjoy the usual activities of their age group. There are two Brownie and two Wolf Cub packs, a Girl Guide troop and a Boy Scout troop, as well as a very active Teen-Age Club.

Shannon Park considers its school as second to none. The principal is Mr. J. Girdwood, MA. His assistant is Mr. P. Nearing. There are 13 classes running from three rooms of primary to Grade 9 junior high school.

Mr. A. Gumpert is the physical training instructor; Mrs. M. Martin teaches music. Other teachers are Mrs. M. Wooley, Miss E. Decker, Mrs. R. McCoombs, Miss E. O'Hearn, Miss M. Cossitt, Miss F. Dalrymple, Miss L. Bourgue, Miss T. Cossitt and Miss H. Wolfe.

One of the few "mixed" schools in Canada, Shannon Park school gives religious instruction to the pupils in the faith of their parents. Chaplain (P) Thomas L. Jackson and Chaplain



Though they themselves may not have a direct say in the affairs of the community, the welfare and interests of the children of Shannon Park are primary considerations. Here some youngsters carry out fire drill at Shannon Park school, learning how to make their way to safety in case of the real thing. (HS-23654).



Shannon Park's mayor, CPO Fred Norwood, presides over a 12-man council which represents the residents of the community in dealing with the authorities administering the project. (HS-23671).

(RC) Joseph Whelley are in charge of instruction.

The Shannon Park Home and School Association was the first body formed in the Park. Distribution of cod-liver oil capsules and the opening of a 10,000-book adult library in the near future are two tangible results. President is CPO Alexander MacDonald. Librarian is Mrs. E. A. Moore.

The residents have their own weekly newspaper, "The Shannon Park



The naval community at Shannon Park is a town unto itself, even to the point of having its own weekly newspaper. Here Mrs. K. T. Richardson, news editor of the Shannon Park News, interviews Mrs. George Coles, executive member of the Athletic and Entertainment Committee, on the committee's future plans. (HS-23649).

News". Editor is Mrs. Franklyn Webb, wife of CPO David C. Webb, HMCS Magnificent, and news editor is Mrs. Margaret Richardson, wife of PO Kenneth T. Richardson, HMCS Haida.

Church services are held in the school auditorium. The Protestant Community Church is inter-denominational. It has a well-received mixed choir of some 20 voices under Mrs. H. Bailey and Mrs. G. Guile. The Sunday School has a membership of over 350 children.

The Roman Catholic Church holds masses in the school under Chaplain Whelley, assisted by Father Pepper of St. Anthony's Parish, Tuft's Cove, N.S. The church has an all-male choir under Ldg. Sea. Joseph E. A. Lajoie. The Holy Name Society has as president PO George H. Jones.

Shannon Park is a recognized community with its own post office in Building 6E. Mr. D. O. Mattinson is the postmaster and his assistant is Mrs. J. Jamieson. The volume of mail has reached a staggering proportion as the majority of residents have families and friends in other parts of Canada with whom they carry on frequent correspondence.

Not lacking in talent, Shannon Park has seen staged a children's Christmas play directed by Mrs. G. Guile, a pantomime "Cinderella" directed by Mrs. F. Gunn and is now preparing a variety show to be produced by CPO D. C. Webb.

No shopping district has been built in Shannon Park as yet. Residents do the bulk of their buying in Dartmouth. A frequent bus service circling a route through the Park has been a boon. Men use duty boats to reach the dockyard on the Halifax side.

All in all, Shannon Park is rapidly making a place for itself in the Greater Halifax community.

CAMPAIGNS AID FIRE VICTIMS

Citizens of Victoria and families living in the Belmont Park naval married quarters responded quickly to appeals for aid for two naval families who suffered serious losses due to fire.

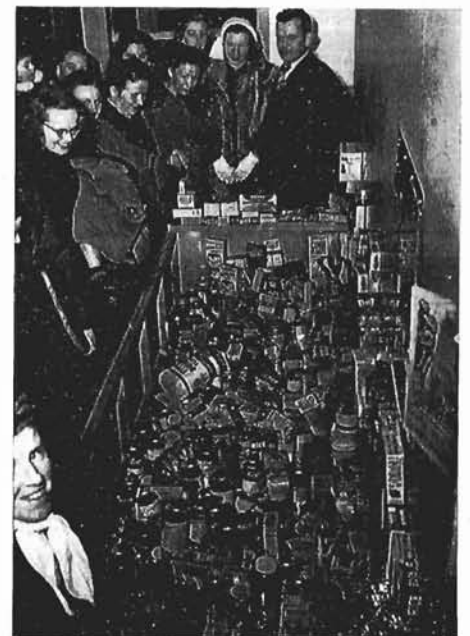
Petty Officer and Mrs. Allan B. Whittaker lost their home and effects, including all their Christmas presents, in a blaze early Christmas Eve.

Radio Station CKDA, in Victoria, started a campaign the same night to raise funds to help the Whittakers. Victorians subscribed a total of \$2,500. The bulk of the donations came in \$5 and \$1 amounts and nearly all were anonymous. A fraternal organization gave \$123, and a downtown Victoria cafe donated all returns taken in on Christmas Eve, which came to \$157.41.

The second fund to help a family stricken by fire was organized by Mr. and Mrs. Kenneth King, owners of the Suburban Coffee Shop at Belmont Park. The Kings opened their drive for funds immediately after fire destroyed the home of PO and Mrs. George C. Davies and claimed the life of four-year-old Morley Davies.

This fund quickly passed \$300. One Victoria department store completely outfitted PO Davies, while another did the same for Mrs. Davies.

At a benefit movie, which was shown in the John Stubbs Memorial School by the Belmont Park Town Council, the admission price was one article of non-perishable food. According to PO James Waller, organizer of the show, approximately \$300 worth of foodstuffs was collected for the Davies family.



Pictured here are some of the nearly \$300 worth of groceries received at the show put on for the benefit of PO and Mrs. George Davies, whose home at Belmont Park was destroyed by fire January 11. The show was held in the John Stubbs Memorial School under the auspices of the Belmont Park Town Council and was organized by PO James Waller. (E-21336).

Salty Stoker

*PO Clarence (Bunker) Hill
Has Spent Eight of Ten
Navy Years at Sea*

WHEN the Mechanical Training Establishment at Halifax was requested to nominate a Man of the Month, no time was lost in "clearing lower decks." Books and pencils were tucked away, files and scrapers were dropped, and lathes, shapers, milling-machines and drill-presses stopped their chatter, screech, hum and whirr. Silence prevailed, except in the fitting shop, where the choice was being put to a vote. When the air had cleared, the MTE's candidate was Petty Officer Clarence William (Bunker) Hill, a man comparatively young in service years but long in sea experience.

Clarence William Hill was born on September 23, 1923, in Bartonville, Ontario, the eldest of a family of seven children. His formal education was acquired in Bartonville, where he put in most of his after-school hours at sports, mainly hockey and softball. Later he played in Hamilton junior hockey and softball leagues.

Following his graduation from the institutions of learning, he worked for a short time as a messenger before taking a job in the steel hardening department of the Wallace Barnes Spring Company. However, "Bunker" had no hankering to be a landlubber. His heart had always been with the Navy, and, although he had a good job, at the age of 19 he found himself in the recruiting office at the naval division in Hamilton where he enlisted in the old RCNVR as a stoker 2/c. From there he entrained for HMCS Brunswicker at Saint John, N.B., for his basic training, and subsequently served in Cornwallis, Stadacona and Hochelaga II. On November 13, 1943, he joined his first seagoing ship, the frigate Montreal, and soon thereafter had his first taste of the North Atlantic, where the Montreal was engaged on convoy duties between Newfoundland and Londonderry. The ship later was attached to a striking force out of 'Derry and during this time Hill transferred from the RCNVR to the RCN.

On August 7, 1945, Hill was drafted to the frigate Wentworth, then at Shelburne and due to be based on Halifax. The war's sudden end

changed all that and instead he found himself aboard the destroyer Kootenay, transporting troops home from the UK.

Leaving the Kootenay in October 1945, Hill was drafted to HMCS Niobe to stand by the aircraft carrier Warrior, which was then nearing completion. He commissioned the Warrior and served in her throughout the period the ship was with the



PO CLARENCE (BUNKER) HILL

RCN. In the meantime he gained the rank of leading stoker.

From the Warrior Hill went to her successor, HMCS Magnificent, along with most of his shipmates. While awaiting the Magnificent's commissioning, "Bunker" embarked on a more important phase of his life. He met Miss Ann Anderson in Belfast, Northern Ireland, and decided that the name Anderson did not suit her. Therefore, with true Hill ingenuity, he changed her name to Mrs. Clarence William Hill in May 1948.

In January 1949, Leading Stoker Hill was drafted to HMCS Iroquois, then in the Reserve Fleet. He re-

mained there until April, when he was transferred to HMCS Portage, spending the summer in her on the Great Lakes. From the Portage he went to the La Hullose for duty in HMCS Micmac and remained in the Micmac until July 1950, when he came ashore to HMCS Stadacona.

His shore time was short-lived and in November of that year he was headed towards the Korean war zone in HMCS Nootka, the first Halifax-based ship to leave for that theatre. On returning from Korea in August, 1951, he was drafted to Stadacona.

His engagement terminated on December 16 and "Bunker" took leave, got a fast glimpse of "civvy street" and re-engaged. Then followed his first long spell ashore, when he stayed in Stadacona until February 1952 before returning to one of his old ships, HMCS Magnificent. A few months later he returned to Stadacona to begin the course which he is taking at the present time.

Petty Officer Hill has spent eight of his ten years in the Navy at sea. He insists that they were uneventful years and that "nothing happened to me that didn't happen to all the other fellows." His favorite type of ship is the aircraft carrier. He commissioned both the Warrior and the Magnificent and now hopes he may do the same thing in HMCS Bonaventure, when the new carrier is completed.

Students All

When HMCS Iroquois sailed for the Far East in April 1952, most of her ship's company had not passed their required educational tests to qualify them for advancement. To correct this situation, the commanding officer, Captain W. M. Landymore, appointed Lieut. D. J. Fisher to take charge of their courses. Lieut. Fisher organized a system whereby an officer would be responsible for a class and a subject. Messdecks became classrooms and spare time became study periods. At the peak of enrolment more than 100 men were taking courses.

By January 1953, when the Iroquois returned to Halifax, 93 had passed their tests and become qualified, academically, for advancement.

THE BUOY-BUSTERS

by R.E.D.

*Demolition Job Proved
Moist Experience
for Crusaders*

ON BOARD HMCS CRUSADER — The job sounded easy — just a routine demolition. The Crusader's demolition team was to land early in the morning on a friendly island off the Red-held west coast where a hefty channel marking buoy which had come adrift was lying on the beach, deeply embedded in sand. It had to be got rid of because it lay smack¹ across a broad sweep of beach which is used as an emergency landing strip.

Shortly after dawn, the Crusader nosed in close to the island and the ten members of the demolition party proceeded ashore. It was a bleak morning and a slow, cold rain started to fall before the cutter reached the beach. Adding to our discomfort were the sardonic comments from the ops room in the ship where the XO, Lieut.-Cdr. John Husher, was keeping radio contact with the party. He seemed much amused as we waded the last hundred yards to the beach in icy Yellow Sea water.

As we made shore, the rain stepped up its pace and we hurriedly established a headquarters in the lee of a large boulder. It didn't really provide any shelter but it had a good psychological effect.

The job looked fairly simple, although high tide had surrounded the buoy with two feet of water and only the top four feet of black rusted steel could be seen. We decided the first step would be to blow away the above water section with plastic explosive. Unfortunately, it was so cold the PE wouldn't mould properly and one of the TDs came close to leaving a blue-black piece of finger behind in place of a gob of plastic. We could only use small pieces as the seas washed off bigger chunks.

Eventually, we had chopped away most of the upper section and the next move was to prepare a 25-pound jolt of amatol to lift the rest of the buoy out of the sand. This was not too easy to arrange, but the Crusader's TDs turned out to be first class mud engineers. They had to dig a tunnel



Before and After: In the upper photo the Crusader's demolitions party makes a start on getting rid of the buoy which drifted ashore on the Korean island and became half-buried in sand. To begin with they used plastic explosive and with it blew away the exposed part of the buoy. The lower shot shows a portion of the buoy after it had been blown clear of the sand by a 25-pound charge of amatol. The photos give some indication of the conditions under which the job was carried out. (CU-343 and 351).

large enough to take the charge in submerged sand, with only entrenching tools to work with. After a couple of hours of splashing, heaving and some fancy nautical language, the charge was placed and a three-minute fuse attached.

We set the fuse and retired at the rush behind our rock. Couldn't even have a relaxing smoke because by

this time cigarettes, matches and so on were thoroughly soaked.

There was a long, silent pause. The silence continued — no blow. Somebody said, "Who set *that* one?" There was no answer. It was a dull question.

There comes a time in every Gunner's life when the charge doesn't go and has to be countermined. Then

the Gunner is it. So off he went, feeling a little alone and very wet. When he arrived at the buoy a voice came from right behind him, "You'll need help, sir." It was AB J. E. Nelson of Prince Albert, Sask., and his arrival made the job a lot pleasanter and faster.

After some very delicate digging we managed to place a second charge to encourage the reluctant 25-pound job. Another hasty retreat and this time a shattering explosion blew the buoy clear of the beach and threw with it about 25 feet of buoy weight and cable.

So the job was done and the beach was clear again for aircraft landing if necessary. For the demolition party, it was a good workout. Though it was a miserable, tedious and slightly dangerous job, the team did it well and did it cheerfully.

Heading the party was Commissioned Gunner (TAS) Richard Dorken of Galt, Ont. CPO J. D. Blenkinsopp of Hamilton and Victoria was 2-i.c. The others were Ldg. Sea. P. A. Bernard, Prince Albert, Sask.; Ldg. Sea. L. M. Luther, Port Arthur; AB W. E. Greenfield, Nokomis, Sask.; AB G. E. Bryant, Clairmont, Alta., AB C. L. Gowen, Elfros, Sask., and AB Nelson. PO R. W. Reid, the Crusader's photographer, was along to shoot pictures and AB C. J. Pickton, one of the ship's communicators, manned the portable set to keep in touch with the ship.

THE EPIC STRUGGLE OF HMCS GRILSE

from The MAGINEWS

In 1916 the Grilse was probably the best-known ship in Canada's Navy, although few today have ever heard her story. She did not achieve fame for action against the enemy. It was her miraculous survival in a storm, after she had been given up for lost, that made her name well known across Canada.

It all started on December 11, 1916, when the Grilse, a yacht of 157 tons converted into a torpedo-boat, set sail from Halifax for Bermuda. On December 13 it seemed that the RCN had lost its first ship when the Canadian Government issued the following bulletin:

"The Minister of the Naval Service regrets to report that it is feared that HM Canadian Torpedo Boat Grilse (Lieut. Walter Wingate RNCVR) has been lost at sea with all hands. The vessel left Halifax at 3 p.m. Dec. 11th for Bermuda. At 4 a.m. Dec. 12th, a wireless message was received from her, stating that a moderate SE wind was blowing. At 3 p.m., another message was received, which said that owing to the state of the weather, she was returning for shelter to Shelburne, N.S. At 7.28 on Dec. 12th, she

called SOS, stating her position . . . Two minutes later a final message was received, "now sinking."

All available ships rushed to the position, but in spite of a thorough search nothing was seen of her. A day later, she was given up for lost and this bulletin was issued:

"The first disaster in the Canadian Navy occurred last night off the coast of Shelburne, N.S., when the torpedo boat Grilse went down with a crew of six officers and 50 men."

One can imagine, therefore, the joyful surprise at Shelburne when, on December 14, an almost unrecognizable Grilse limped into harbor. She was leaking badly, was down by the head with a heavy list, her engine-room was flooded, her lights were out, and one screw, her rigging, mast, boats and deckhouse were gone.

It turned out that when the ship encountered heavy weather, the captain decided to head for Shelburne, but before long the seas pounded her to such an extent that she began to settle by the head. Waves smashed over her, opening her hatches and flooding the engine-room. It was then she sent her SOS, but an unfortunate error was made in the position she reported. All day she wallowed before the gale, rolling so much that at one time the seas poured into her funnels.

By the next morning the storm was abating, but a particularly heavy sea struck her when she was still 150 miles from Shelburne and laid her over on her beam ends, opening new leaks. The chief engineer and the boatswain were washed overboard. Down below, the stokers worked sometimes up to their necks in water, keeping a speed of eight knots on one engine.

Finally the Grilse crept into harbor, battered and with six of her crew lost. She was repaired and went back to serve with more than 100 other small Canadian vessels in the Atlantic patrol. Their job was to escort shipping off the East Coast, and it was partly due to their efforts that only one major vessel was lost in their area during the First World War.



The Crusader stands off-shore, waiting for her motor cutter to bring back the "buoy-busters." Loaded with gear, two of them wade through frigid water to the boat. Like the rest of the party, they are thoroughly soaked and chilled but have the satisfaction of having taken part in a job well done. (CU-354).

WEI-HAI-WEI, 1900-1910

by G. J. T.

NOT far from waters in which Canadian warships have been operating for the past two and a half years is the island of Wei-Hai-Wei. It lies off the north coast of the Chinese province of Shantung and is about 75 miles across the Yellow Sea from the Korean coastal area in which Canada's destroyers have logged most of their mileage since joining the United Nations fleet.

Wei-Hai-Wei first appeared in the annals of the Royal Navy 50-odd years ago, when it was leased to His Majesty's Government by the Imperial Chinese Government as a coaling depot for His Majesty's ships. Primarily, however, it served the fleet as a summer resort where ships' companies could escape the enervating climate of Hong Kong, the normal naval base.

The island, known in Chinese as Liu-Kung-Tau, is roughly five miles long. It was at one time heavily fortified by the Chinese under expert German supervision, but all the guns were destroyed by the Japanese in 1894. The massive reinforced concrete emplacements survived, as well as the tunnelled magazine chambers. A prominent hill on the north side of the island commanded both easterly and westerly approaches to the fleet anchorage, which was considered one of the best in Oriental waters and was out of the normal typhoon area.

In 1910 a naval signal station on the hilltop, at an elevation of roughly 800 feet, was manned by signalmen from the Royal Marine island guard and kept a 24-hour watch, signalling not only naval movements but those of merchant shipping as well. Hoisting of a mail pendant signified the approach of a mail steamer and was an event of general interest both ashore and afloat.

For a few years after the Boxer Rebellion of 1900, Britain had a large fleet in Far Eastern waters. It included battleships (Glory, Centurion, Barfleur), a heavy and light cruiser squadron, a destroyer flotilla, several sloops and sundry shallow draft craft principally for Yangtze river work. By 1910 all battleships had been withdrawn and in that year the fleet included the Flag (King Alfred), three County class cruisers (Monmouth, Bedford and Kent), six

destroyers, the Admiral's yacht Alacrity (a beautiful ship with clipper bow) and numerous smaller vessels.

Strangely enough, each of the County class ships was destined to make naval history. The Monmouth was lost in the ill-fated action off Coronel in 1914; the Bedford ran ashore on Quelpart Island, off the southerly tip of Korea, became a total loss and was looted by the natives after being abandoned; the Kent survived to avenge the Monmouth's loss when, in the action off the Falkland Islands, she supported the battle cruisers in the destruction of the German ships Scharnhorst and Gneisau.

Naval life at Wei-Hai-Wei, both ashore and afloat, provided the usual amenities and a maximum of sports which included fleet regattas, soccer, tennis, hockey and rifle competitions. Although it was a notably healthy spot, there was a compact and efficient naval sick quarters ashore to take care of all medical needs and, incidentally, look after war reserve medical stores.

Personnel attached to the naval depot lived in separate quarters and received extra pay and allowances known then as "Compensation and Colonial". The currency was the Mexican dollar stabilised at a value of 50 cents. The various naval messes competed for the excellence of their menus and culinary art. The standard of living was exceptionally good. Chinese cooks looked after the galleys. Fresh foods were remarkably cheap: Ten dozen eggs cost about 50 cents; a prime chicken—even if lean at times—rarely cost more than a dime a pound; good roast beef averaged the same.

Laundry cost three cents per garment and this included white summer uniforms. The leading Chinese tailor, by the way, made a fortune in a very brief period. His nickname was "Jelly Belly". He weighed nearly 300 pounds and was the essence of good nature. He shipped naval uniforms all over the world long after Britain abandoned the island, relying on an efficient card index of measurement and his reputation for fair dealing.

During the long winter months

when the fleet was in southern waters, the permanent depot staff (excluding the Royal Marine guard) rarely exceeded 50 all ranks under a Naval Officer in Charge with the rank of Commander. They played soccer almost daily and could always rely on several weeks of skating in an empty coal shed flooded for the purpose. A first-rate naval canteen provided the usual facilities as well as beer brought out from England in casks. Naval stores were replenished at regular intervals by chartered storeships and colliers averaging 12,000 tons. Welsh coal only was used. In emergencies, staples could be drawn from the naval base at Hong Kong, and mail took ten days to the United Kingdom via Siberia and Shanghai.

Those of us who had the privilege of serving at Wei-Hai-Wei will always retain happy memories of this once important naval outpost.

Port and Starboard

The word "Starboard" is a survival of the days when ships were steered by an oar on the quarter, called a "steer-board". This oar was always on the same side and this eventually became known as the "Steer-board Side". The oar was put on the right side because this was the easier side for a man to work it.

With a steering oar out, the ships naturally came alongside with the other side "to", so as not to damage the steering oar and so that it would be out of the way. The loading of ships was therefore generally carried out over the left side, which became known as the "Ladeboard" and later as the "Larboard" side. In some of the larger ships a door was cut in the "Larboard" side to facilitate loading. It was called a "Port" (from the French word for door). This term for the left hand side of a ship came into use in 1840 officially, as there was great confusion between the terms "Larboard" and "Starboard". And thus it is that the modern terms "Starboard" and "Port" developed.

An interesting sidelight is the fact that in a similar way the present day custom of the "Starboard" side being used by the Admiral and Senior Officers developed. This came about because the ancient Captains, not wanting to be disturbed by the noises of their ship being loaded on the "Larboard" side, always used the "Starboard" side.—P.C.N.



OFFICERS *and* MEN



Officer Appointment Changes of Interest

The following officer appointments of interest have taken place or will take place in the near future:

Captain L. L. Atwood, to HMCS Avalon in command and as Canadian Naval Commander Newfoundland. Formerly on staff of Flag Officer Pacific Coast as Chief of Staff.

Captain P. D. Taylor, to staff of Flag Officer Pacific Coast as Chief of Staff. Formerly on the staff of Naval Member, Canadian Joint Staff, Washington, as Chief of Staff.

Commander D. W. Groos, to staff of Naval Member, Canadian Joint Staff, Washington, as Chief of Staff with acting rank of captain. Formerly at Headquarters as Director of Officer Personnel.

Commander R. A. Webber, to Headquarters as Director of Officer Personnel, retaining acting rank of captain. Formerly in command of HMCS Avalon and Canadian Naval Commander Newfoundland.

Commander A. B. F. Fraser-Harris, to Headquarters as Deputy Chief of Naval Aviation with acting rank of captain. Formerly at HMCS Stadacona as Executive Officer.

Commander J. C. O'Brien, to Stadacona as Executive Officer. Formerly on the staff of Supreme Allied Commander, Atlantic.

Commander R. L. Hennessy, to National Defence College, Kingston, for courses. Formerly Executive Officer, HMCS Quebec.

Commander A. F. Pickard, to HMCS Quebec as Executive Officer. Formerly Executive Officer, HMCS Shearwater.

Commander J. C. Pratt, to Shearwater as Executive Officer. Formerly at Headquarters as Director of Naval Intelligence.

Instructor Captain M. H. Ellis, Headquarters as Director of Naval Intelligence. Formerly Director of Naval Training.

Commander R. P. Welland, to Headquarters as Director of Naval Training with acting rank of captain.

Formerly at Stadacona as Training Commander.

Commander W. S. T. McCully, to Naden as Officer-in-Charge, RCN Depot, and Manning Commander (West Coast). Formerly at Stadacona as Officer-in-Charge, TAS School.

Chaplain (RC) R. M. Ward, to Naden as Chaplain (RC), Royal Roads, and on the staff of Flag Officer Pacific Coast as Command Chaplain (RC). Formerly at Headquarters on staff of Chaplain of the Fleet (RC).

Chaplain (RC) J. H. Laporte, to Shearwater as Chaplain (RC). Formerly on staff of Flag Officer Pacific Coast as Command Chaplain (RC).

Commander (S) F. D. Elcock, to HMCS Magnificent as Supply Officer. Formerly at Headquarters as Deputy Naval Secretary and Secretary to the Chief of the Naval Staff.

Commander (S) S. A. Clemens, to Niobe on staff of Naval Member, Canadian Joint Staff, London, as

Chief of Staff. From RN Staff Course.

Lieut.-Cdr. W. H. Willson, to Naden as Training Commander. Formerly at Royal Military College, Kingston, as Associate Professor of Military Studies (Navy).

Lieut.-Cdr. (P) J. B. Fotheringham, to Royal Military College, Kingston, as Associate Professor of Military Studies (Navy). Formerly commanding officer, 31st Support Air Group.

Lieut.-Cdr. (P) D. W. Knox, Shearwater as commanding officer, 31st Support Air Group. Formerly at Shearwater as Lieutenant-Commander (Flying).

Lieut.-Cdr. W. P. Hayes, to HMCS Cayuga in command. Formerly on the staff of Naval Member, Canadian Joint Staff, London, as Staff Officer (Gunnery).

Bank Robber Nailed By Reserve Seaman

A bank robber who fled through a Friday afternoon shopping crowd with \$7,400 stuffed into a brief case had his crime career brought to a sudden end when he was felled by a flying tackle from Ldg. Sea. Tommy Nunns of HMCS Prevost, the London naval division.

The robbery occurred in a Royal Bank branch near London's market. The bandit passed a note to the girl teller, warning her that two guns were pointing at her and telling her to pass over her cash.

The girl handed the money to the robber, simultaneously pushing the alarm button. Two bank accountants and two other men took after the man and caught him.

As they were returning to the bank, the robber broke away on a second dash for freedom. Ldg. Sea. Nunns, a London Free Press stereotyper in civilian life, brought him down with a flying tackle.

Not far away was the robber's car with a rifle in it. Police said if he had reached it he probably would have made a successful getaway in the rush-hour traffic.



LDG. SEA. THOMAS NUNNS
Fells bank robber

93 Men Complete "L" School Courses

December 1952 marked the end of a busy year of training in the Electrical School at HMCS Stadacona, with 93 men, constituting nine classes, successfully completing technical training courses during the month.

Members of Electrical Technician "Q" class who qualified professionally for promotion to Petty Officer First Class Electrical Technician were Petty Officers S. Bryant, H. Offer, H. Cutler, J. Baker, J. Brisdon, F. Hogan, R. Bradstock, A. Watson and J. Nichols.

Ten men of Electrical Technician "O" (G) Class who qualified for transfer to Electrical Technician (Fire Control) were Leading Seamen R. Pollock, W. Dixon, E. Oja and R. Wibberley and Able Seamen C. Donkin, A. McRae, B. Stampe, G. Marshe, J. Cavan and M. Jordan.

Electrical Technician "O" (F) Class of ten qualified for transfer to Electrical Technician (Fitter). These were Leading Seamen C. Strong, W. Webster and R. Stewart and Able Seamen D. Newhook, D. Savage, B. Meikle, T. Rogers, K. Watts, E. Woods and T. Sinclair.

Petty Officers Second Class J. Mimnaugh, T. Corbett, C. Macklinger, J. Murray, W. Slade, H. Seright, G. Wings and W. Churcher, members of Radio Technician "O" Class, qualified professionally for promotion to the rank of Petty Officer First Class.

Qualifying for transfer to Radio Technician (Communications), as members of RT "K" (W) Class, were Leading Seamen D. Rutherford, J. Huckle and J. Letourneau and Able Seamen D. Sanderson, D. Snow, E. Pare, R. Jonas, E. Rioux and J. Atkins.

A further class, Radio Technician "K" (N), was trained in the electronics field to qualify for transfer to Radio Technician (Detection). Included in this latter class were Leading Seamen R. Hobbs and S. Hill and Able Seamen L. Skinner, R. Fallahay, J. Kilburn, D. Legrand and A. Bates.

Seventeen men completed training in Air Electronics. Of these, seven comprised Radio Technician (Air) "M" 1 Class, qualifying for transfer to Radio Technician (Air) (Detection). They were Petty Officer Second Class C. Hoogveld, Leading Seaman L. Cairns and Able Seamen G. Dobson, P. Boisseau, G. MacPhail, G. Benwell and S. Miller.



Ten midshipmen of the Royal Navy are getting their observer training at the RCN's Observer School in Shearwater. Here two of the midshipmen, John Brazenor, left, of Harrow, England, and Brian Evans, of Torquay, Devon, receive instruction in ship and aircraft recognition from Lieut.-Cdr. John A. Stokes, of Victoria and Halifax, Officer-in-Charge of the school. (DNS-9610)

The ten members of Radio Technician (Air) "M" 2 Class, who qualified for transfer to Radio Technician (Air) (Communications), were Leading Seamen G. Olver, T. Jones, A. Walker, D. Brown and A. Greer, and Able Seamen A. Keeler, L. Bevand, C. Whitty, E. King and R. Monaghan.

The last Electrician's Mate class of the year, EM "AV", qualifying for promotion to able seaman, included 22 successful candidates. These were J. Lander, L. Gehman, F. Holler, B. Smith, C. Bailey, R. Brubacher, J. Daly, A. Dobson, L. Ogden, L. Willis, W. Savignac, N. Barry, E. Durant, D. MacRae, R. Hamilton, F. Chambers, K. Lawrence, J. Arnsby, G. Porteous, C. Lynch, D. Burns and L. Ranger.

All the classes listed above included men from both Halifax and Esquimalt Port Divisions.

Ten Ordinary Seamen Learn Steward's Trade

Ten ordinary seamen comprised Stewards' Class SW41-A which recently finished training at the Supply School, HMCS Naden. They were Ordinary Seamen William Regan, Reginald Warren, Alfred Tarrant, John Thomas, Ronald Burkholder, Gordon Brown, Joseph Matter, Louis Dupreis and Gerald Young.

Discovery Wardroom Memberships Presented

Five honorary life memberships to the wardroom mess of HMCS Discovery were awarded at a recent mess dinner.

Honored were Air Commodore G. C. Gordon, retiring commanding officer of RCAF 12 Group at Vancouver; Very Rev. Cecil Swanson, Dean of Christ Church Cathedral, who has been transferred to Toronto; ex-Alderman Jack C. Cornett, retiring from civic duties; Lieut.-Cdr. William Davidson, retiring executive officer, and Lieut. James Butterfield, leaving for Halifax after two years as staff officer.

Lieut.-Cdr. Jack Stephenson, the new executive officer, presided and words of appreciation were voiced by Commander Glen McDonald, commanding officer of Discovery, for the work done on behalf of the Vancouver division and the RCN generally. Lieut.-Cdr. (SB) Harold A. Irish presented Lieut.-Cdr. Davidson and Lieut. Butterfield with engraved steins as farewell gifts from the division. Another honored guest at the mess dinner was Discovery's first honorary life member, Captain William Stacey, RCN(R), Ret'd., former commanding officer, who now lives in Victoria.

Communications Officer Candidates Finish Course

Heading a long list of classes graduating recently from the Communications School at HMCS Cornwallis was "D" Class of qualifying commissioned communications officers made up of CPOs H. Tate, W. D. Moyes, A. L. Bonner and J. H. Ellerton. Congratulations are in order to Messrs. Moyes, Ellerton and Tate on their promotion to acting CCO. CPO Bonner is now undergoing the educational course for CCO.

Other graduating classes were: A qualifying course for C2CR3 (CPO R. F. Thompson, instructor); a P2CV2 course (CPO J. Reid, instructor); three ABCV1 courses (CPO Colin Nast, PO James Kitchen and PO D. E. Worthington, instructors); two ABCR1 courses (CPO E. S. Pratt and PO A. D. Ireland, instructors).

Awards Presented To Top Trainees

It has been the custom in HMCS Quebec with each new entry class to have an engraved silver bos'n's call presented by the captain to the ordinary seaman who meets a high standard in class standing, initiative and leadership, conduct, cheerfulness and smartness.

To date this honor has been won by the following ordinary seamen: Leon Buell (Class 2), Hugh Sproule (Class 3), Harry Babstock (Class 4), Frederick Pegley (Class 6), Charles Downey (Class 7), Eugene McMorris (Class 9), Alden Campbell-Hope (Class 10), George Ferguson (Class 11), John Hamilton (Class 12), George O'Leary (Class 13), Samuel Gouldie (Class 14) and Mervyn Clark (Class 15). There were no awards for Classes 5 and 8.

CPO Herbert McCrossen Heads Discovery Mess

CPO Herbert McCrossen was elected president of the Chief and Petty Officers' Mess of HMCS Discovery at an annual meeting recently. He succeeds CPO R. A. (Doc) Miles.

Others elected were PO Tim Brecknell, vice-president; PO Doug Alexander, re-elected secretary; PO Charles McQueen, re-elected treasurer; CPO Ralph Burry, PO Ben Stevenson and PO Peter Turner, members at large; CPO Bob Miller, chairman of guest committee; CPO Charles Hartney, representative to ship's fund committee and hospital visiting, and CPO N. E. (Buck) Rogers, additional representative to ship's fund committee.

West Coast Communications Personnel Switch Jobs

Numerous changes have taken place recently in the lineup of communications personnel based on the west coast. POs Gordon Fraser, Ken McLeod and William Howarth have left the Communications Training Centre for a course in the Communications School in Cornwallis, while Petty Officers John D. Carson and Wilfred Henderson have arrived in Naden from Cornwallis after successful completion of a C2CR3 course. PO Henderson is slated to join the Cayuga, as is CPO Ralph Heys.

CPO James Mackie has rejoined from Stadacona, while PO Roy Wheeler has left to join the Communications School for complement. CPO Mackie is in charge of the confidential book office in the Naden CTC.

PO Noel Williams and AB Robert Lister have been drafted to the Naden tender, HMCS Porte Quebec, while AB Nick Malysh has joined the New Waterford and AB John Molnar has been drafted to the Cayuga. Also drafted were Ldg. Sea. Mike O'Sullivan to the Beacon Hill, AB Richard J. McCallum from the dockyard tower to the Sioux, and Ldg. Sea. William Hogg from the CTC to the Release Centre.

Incoming drafts include Ldg. Sea. Ernest E. Law from the Sioux to the Dockyard tower, Ldg. Sea. Ken Bjorndahl from Aldergrove to Naden, Ldg. Sea. Thomas Hill from the Iroquois to the Communication School via Naden, and PO George Worrall from the Beacon Hill to Naden. Ordinary Seamen Fred Coxhead and Ed. Murray joined from the Cornwallis Communications Factory.

Changes in complement are also due for the Sioux, Crusader and Athabaskan, with CPO Jack Crawford leaving the Crusader for the Com-school and CPO David G. Larkey leaving the Sioux to join the Athabaskan. CPO Tom Fraser will join the Sioux and PO Earl Wareham will rejoin Athabaskan.

Crusader Crewmen Pass Christmas Eve Tests

Six crew members of HMCS Crusader who spent the pre-Christmas period studying for a squadron board were repaid for their efforts.

The six appeared before the board in HMCS Haida on December 24 and were successful in qualifying for petty officer second class. They were Leading Seamen T. S. Browne, Garnet Shaw, C. F. Watkins, N. L. Howe, R. E. Grant and F. C. Cook.



Not to be outdone by the RCN's sea-going artists (Crowsnest, January 1953) Able Seaman Charles W. Duff, RCN(R), of HMCS York, displays his most recent work at the annual Home-makers' Show at Simpson's Toronto store. (Photo by The Robert Simpson Co.)

Four Stoker Classes Graduate from MTE

Four classes of new entry stokers recently completed their courses at the Mechanical Training Establishment, Esquimalt.

In Class 160 were AB Robert F. Moog and Ordinary Seamen Norman A. Brown, John Forgie, Harry Weaver, Phylip Martin, James Pratt, Douglas Thorgierson, John Pegg, Robert Maud and Wayne Walsh.

Members of Class 161 were Ordinary Seamen Eric Murray, Robert Gray, George Allinson, George Ehrlich, Stanley Christensen, Ronald Dalke, Gerard Blais, Douglas Cushman, Norman Bowers, Alfred Hart-rick, Walter Forler, Edward Burns, Sture Murland, Ronald Blair and Gerald Dubar.

In Class 162 were Ordinary Seamen Harold Vaughan, Harry Collie, Jack Raymond Duncan, John Bailey, Lloyd DeLorme, Charles McIntosh, John Van Koughnet, William Garner, Edward Agnew, John Steeves, Augustine McCarthy, Frederick L. Ades, Leonard John Graham, Donald Keith Eriksen, Ronald L. Harrison, John Whitcroft, Edward Johnston and John H. Noyes.

Class 163 consisted of Ordinary Seamen Garry Staniforth, Barry Nisbet, David Schellenberg, Leonard Dunn, Leonard Hawtin, Walter Kenny, Patrick Hughes, Donald Akers, Frederick Moore and Ronald Chapman.

Western Division Supply Officers Hold Meeting

HMCS Discovery, the Vancouver naval division, was host recently to a conference of supply officers from the far western divisions. Commander (S) C. G. King, of the staff of the Director of Naval Reserves, presided at the conference, which was attended by Lieut.-Cdr. (S) A. C. Penley and Lieut.-Cdr. (S) J. E. Hall, of Discovery; Lieut.-Cdr. (S) G. C. Dixon, of Malahat; Commander (S) W. R. Hickey and Lieut. (S) C. N. Minty of Nonsuch; Lieut.-Cdr. (S) E. E. M. Love, of Tecumseh, and Lieut. (S) G. E. W. Woodford, of the Supply School, HMCS Naden.

Supply School Trainees Finish Trade Courses

Three classes recently completed qualifying courses at the Supply School, HMCS Naden. Members of a cooks' course were Able Seaman Kenneth Yeo and Ordinary Seamen Charles Jewers, Colin Miller,



Pictured above are members of the 38th leadership course for chief and petty officers to be held in HMCS Cornwallis. Front row, left to right: POs Bernard Roberge, Norman Sallis and William Joy; Lieut. (S) Colin White, course officer; CPO Edward Rigby, instructor; PO George Barnshaw, CPO Harold Butler and PO John Woolcock. Second row: POs Jan McKellar, Donald Dunn and Norman Martin; CPOs Robert Ashton and Michael Dwyer, PO Edward Parham, CPO Frederick Wright and PO Joseph Gibeau. Third row: PO Edwin Massey, PO Frank Foulds, CPO James Johnson, PO William Grondin and PO Douglas Paul. Fourth row: PO John Ireland, CPO Eric Moody, PO Allan Whittaker, PO Desmond Steel, PO Ernest Towers and PO Robert Williams. (DB-2241).

Gordon Shields, Charles Tait, Sterling Saulnier, Donald McConnell, Kenneth Abbott, John Boyce, Sidney Martin, Edward Leveque, Marcel Rivest, Robert Martin, Gerard Cormier and Clyde Smith.

Taking training as stewards were Ordinary Seamen Peter Carliarneau, Keith Hillam, Thomas Benoit, Douglas Ruffell, Richard Swanson, Eric Montgomery, Arthur Stewart, George Eadle, Robye Figuary, Robert Vale, Basil Mudge, Fabian Young and AB Raymond Cadotte.

Enrolled in a pay writers' course were Ordinary Seamen Nyle F. Higgins, Victor Yablonski, Murray Reynolds, Stanley Piontek, Gerald Hull, Albert Lesperance, John Maunder, Joseph Vallillee, Eric Vokey, Russell Hamilton and Alonzo Smith.

Cdr. V. G. Meakin Dies at Nanaimo

Veteran of two wars and an ardent supporter of the Sea Cadet movement, Commander Victor George Meakin, RCN(R), Ret'd., died in hospital at Nanaimo early in January at the age of 55. At the time of his death, he was president of the Nanaimo branch of the Navy League of Canada.

Born in Collingwood Hall, near Burton, Staffordshire, England, on April 13, 1897, Commander Meakin

enlisted in the Canadian Army in 1914, shortly after coming to Canada. He was twice wounded and was demobilized in 1917.

Called to the bar in 1920 following studies in Victoria, he spent some time in South America as legal adviser to the British consul and several large shipping firms in Buenos Aires.

He entered the Royal Canadian Naval Volunteer Reserve at Halifax on August 6, 1940, as an acting lieutenant and his service for the remainder of the Second World War was for the most part concerned with local defence.

In June 1942 he was promoted to lieutenant-commander and became Commander of the Port and Senior Officer Local Defence Force at Halifax, posts he held until the end of the war. He was promoted to the rank of Commander on July 1, 1945.

Demobilized that year, he entered into partnership with Arthur Leighton, QC, to establish the law firm of Leighton and Meakin. He served on the executive of the Nanaimo branch of the Canadian Legion and his efforts on behalf of the Sea Cadets contributed much to the expansion of the Nanaimo corps.

He leaves his wife, Mary, in Nanaimo, and a son, John, of Vancouver.

Afloat and Ashore

PACIFIC COMMAND

HMCS *Crusader*

The *Crusader* spent Christmas in Kure, Japan, along with the *Athabaskan* and *Haida*. This was the first time in many months that all three of the Canadian destroyers in the Far East had spent a few days in port together.

Lavish preparations were made for Christmas on board. The supply department searched far and wide to get the right kinds of food and the entertainment committee unearthed some excellent decorations. It was a little more complicated than lifting the phone and calling CVD for provisions and going to Woolworths for decorations, as we can do in Esquimalt. But the results were "ichi-ban".

On Christmas Eve the wardroom officers went up to the British Commonwealth Hospital to join a team

of carol singers in entertaining the patients there. The voices may not have been of the best, but the effect was heart-warming. It sounded like a bit of Christmas at home and the patients enjoyed the impromptu choir.

Christmas Day was a great one in the ship. The cooks won the day, first because of the mammoth and delectable meals they provided and second because the Captain for the Day was a cook. AB William Cairns of Wolseley, Sask., took command with great dignity as he wore a wing collar with his uniform. He was preceded through the ship by a raucous din made by a boatswain's call and a set of bagpipes.

It was a very Canadian Christmas. A lot of the *Crusaders* found friends among the soldiers at Kure's 25th Canadian Replacement Group and we seemed to have soldiers on board all day, every day. Many of the

matelots spent a night ashore with one or other of the Canadian Army units camped at Hiro, near Kure.

Over the Christmas season, the *Crusader* beat the *Athabaskan* at basketball and took the Royal Canadian Ordnance Corps softball team into camp.

The *Athabaskan* sailed Boxing Day and the *Crusader* left for the west coast December 28. The *Haida*, in dock for a maintenance docking, stayed over the New Year.

Our patrol took us up the now familiar west coast of Korea. The weather was miserably cold for most of the trip and New Year's Eve was remarkable only for its lack of the traditional cheer. Fortunately, the time passed very quickly as we were all looking forward to the ten-day rest and relaxation period in Hong Kong which was to follow.

In Hong Kong, each watch was given three days' leave and every day there was a make and mend. This was our only holiday since our arrival in June, and was probably our last for a while, so everyone made the best of it.

Hong Kong is a fabulous port and there are innumerable things to see, plus a lot of good shopping possibilities. We even worked in a softball game with the American cruiser USS *Toledo* and beat them 8-4. The basketball team fared badly and lost to a good Chinese team in front of 600 spectators at a benefit exhibition game. We learned, in this game, that condition is mighty important. — J.H.

TAS Training Centre

Lieut. D. C. Edwards and PO Arthur Tassel have returned to the centre after having completed courses at the Sonar School in San Diego, California.

TAS classes under instruction went to sea in HMC Ships *Beacon Hill* and *Antigonish* for ten days of anti-submarine exercises in December.

During the exercises, CBC representatives Bill Herbert and Kenneth Buhr embarked in the *Beacon Hill* to record the RCN at sea, with particular reference to the part played by the torpedo anti-submarine branch.



A picture of concentration is AB Ed Fetter as he operates a direction finder on board HMCS *Athabaskan*. Wartime W/T operators will appreciate this photo, which shows the improvements made in D/F sets as compared to the type on which they used to struggle to get bearings. (AN-146).

Mechanical Training Establishment

With eight wins and only one defeat up to the end of January, MTE continued to lead the Naden inter-part hockey league. In the basketball league, the engineers were at about the halfway mark in the standings.

AB Terry Cowan, who recently joined Naden from the Ontario, is a member of Victoria United, the city's leading soccer team and one of the best in British Columbia.

Several MTE personnel are playing on the Navy's English rugby team, which is coached by Instructor Lieut. Dave MacKenzie, a former Scottish rugby international.

Diving Tender No. 2

The West Coast diving party has been kept busy removing pilings at the boom defence jetty and scraping marine growth from the degaussing range.

Lieut. Charles Smedley has been appointed to Ottawa and Lieut. Charles Corbett has taken over command of Diving Tender No. 2. CPO Bill Cubitt and PO Murray Wilson are leaving shortly for a course at the Deep Sea Diving School in Washington, D.C. CPO William Woods recently returned from Washington and is now on leave before proceeding to Stadacona.

The members of the diving party at Naden now are Lieut. Corbett, CPOs Robert Wigmore, and Wilfred Surline, PO James Connolly, Leading Seamen George Ackerman, Julian Verscheuren and Dennis Law, and Able Seamen Leonard Nuttall, Fred Olkovich and Donald Ewen.

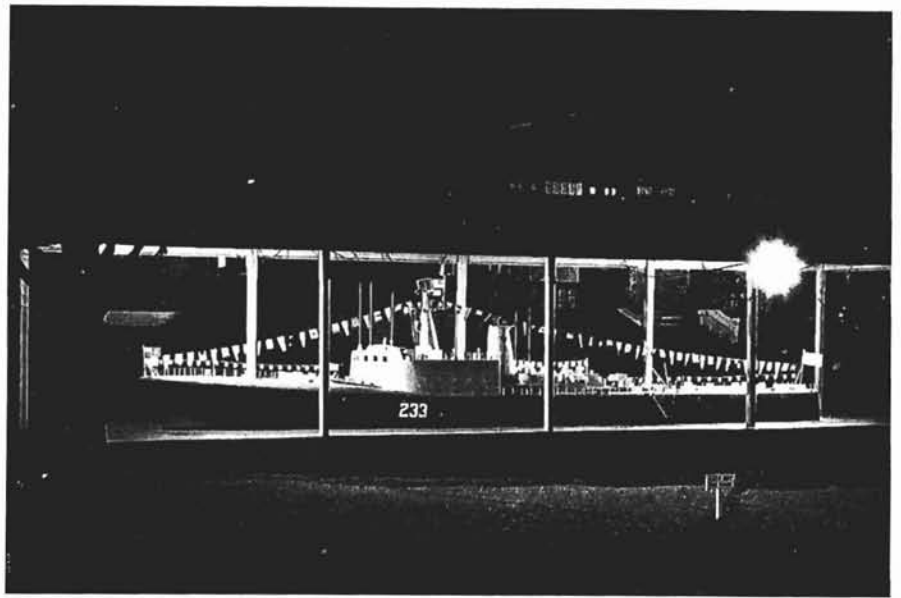
'Navy Mothers' Send Parcels to Destroyers

The Navy Mothers, a Saskatoon group which was reorganized in June 1951, have been the recipients of numerous letters of gratitude from naval personnel serving in Korean waters.

At the latest count, the Mothers had sent to Canadian destroyers in the Far East approximately 1,200 books, magazines and newspapers, 50 pairs of hand-knitted socks and 55 parcels of treats.

Ships from which letters of thanks have been received are the Athabaskan, Sioux, Haida, Cayuga, Nootka and Crusader.

Officers of the Navy Mothers for 1952-53 are: Mrs. S. Sealey, president; Mrs. Hagen, secretary; Mrs. Roy Dunlop, treasurer, and Mrs. E. Burton and Mrs. J. Dutton, magazine conveners.



A 30-foot model of HMCS Fraser, destroyer escort now under construction for the RCN, is prominently displayed just inside the main gate at HMCS Naden. The model was built by shipyards in Victoria and, after appearing in the Navy Day parade in Victoria last summer, was presented to the Pacific Command of the RCN. Later it was featured in the naval exhibit in the Pacific National Exhibition in Vancouver. (E-21245).

ATLANTIC COMMAND

HMCS D'Iberville

(Quebec City)

The first anniversary of the Basic Training School in Quebec City was marked on February 4.

The year saw the school commissioned as HMCS D'Iberville and the entry of approximately 450 French-speaking recruits, 250 of whom have graduated and gone to HMCS Cornwallis.

The latest class to graduate and leave for Cornwallis was Regina division, with the award for the best all-round seaman in the division going to Ord. Sea. J. L. A. Saucier. The next class to complete training at D'Iberville will be Valleyfield Division.

A children's party, held under the auspices of D'Iberville, was attended by about 150 youngsters. Also a success was the New Year's party organized by officers of HMCS Montcalm and attended by 50 couples.

Competition is under way for the D. F. Olive trophy offered annually to the best small arms marksman.

PO R. R. Mercure has returned to full duty after having been in hospital. Newcomers to the staff include CPO J. M. Vanasse, replacing CPO Benoit Fouquet, who was recently drafted to HMCS Shearwater, and Ord.

Wrens Marcelle M. G. Fontaine and Fleurette M. L. Lavertue.

The two little daughters of PO and Mrs. J. J. L. Grimard, Deborah Lee and Sharan Collette, were baptized on board by Chaplain (P) A. E. Kemp of HMCS Montcalm.

D'Iberville's commanding officer, Commander Marcel J. A. T. Jette, was chairman of the UNTD selection board which sat recently at Ottawa, Montreal and Quebec City. In addition, Commander Jette has been introducing the naval TV series, "Victory at Sea", which is being shown over the Montreal CBC station.

HMCS Haida

A Santa Claus with two beards (there was a real set under the costume whiskers) and a children's party just four times as big as originally planned were the ingredients of the Haida's Christmas in Kure, Japan.

Members of two of the Haida's chief and petty officers' messes asked Chaplain of the Fleet Ernest G. B. Foote to find where some of their mess funds could be spent in bringing 50 Japanese children some Christmas happiness.

At the Kure branch of the YWCA Padre Foote found a Christmas party about to begin for 200 youngsters—



Judging from his expression, "Newfie," mascot of HMCS Shearwater, takes a dim view of the arrival of Wrens on the naval air station. However, Wrens Sylvia Cunningham and Verna McDougall, both of Calgary, are confident they can win him over. They are members of a group of nine Wrens who began courses as ciné assessors and control tower operators at Shearwater in January. (DNS-9779).

many more than had been bargained on.

It was then that the ship's company of the Haida brought off a minor Christmas miracle. They dug deep into their own parcels from home and produced a wide assortment of candy, nuts, cake and cookies.

The trio delegated to deliver the gifts, CPO P. J. Duchene, CPO J. E. Underdown and PO A. R. Watson, emptied their pockets of yen on the way to the party and added oranges and apples to the bags of good things.

Bearded PO Watson underwent a rapid transformation and appeared on the stage as a well-padded Santa Claus to hand out the gifts.

Just what the Haida's contribution to the party meant was expressed later in a letter from Miss Mitsuko Uchida, executive of the Kure YWCA. She said a shortage of funds had made the outlook for the party gloomy indeed. Before the signing of the peace treaty, gifts for the party had come from the USA and Australia, but now the Kure YWCA was on its own:

"The Y-Teens who sponsor this affair worked hard preparing for the day and thought a bit sorry because the contents of the bags were ex-

remely poor comparing to those of the past years," Miss Uchida wrote. "You could imagine their surprise and joy when your representatives appeared with all those gifts."

CPO Duchene said: "I cannot remember having been more deeply moved than I was at the happiness of those kids. I wish the rest of the ship's company could have been there to see the results of their kindness."

Communications School

More than 450 officers and men of the regular and reserve forces have qualified at HMC Communications School during the past 16 months, according to a recent check of the records.

Five classes took part in the second competition for the Matheson Flag Hoisting Trophy during December, with CV56, under CPO Samuel Iscoe, coming out on top. Commander R. W. Murdoch, officer in charge of the school, presented the trophy to Ord. Sea. Terence Dale, team captain.

CPO E. Pratt has left the school for the Communication Training Centre, Halifax. Newcomers to the staff include CPO K. I. Potter and PO Roy D. Wheeler from HMCS Naden, and PO C. E. Dixon and PO A. J. Smythe from Albro Lake.

HMCS Portage

The year-end holiday season was celebrated in the traditional style in HMCS Portage, but hardly had the excitement died down before the ship was operational again. Off Halifax she carried out exercises with the US Submarine Torsk and HMCS La Hullose, and on January 17 sailed in company with the Torsk to continue the exercises in the Bermuda area.

Time was found during January to squeeze in a few hockey games, during which the Stokers soundly defeated the Chiefs and Petty Officers and the Seamen edged out the Supply Department. The ship's team met HMCS Magnificent, but was forced to bow out in a very close game 3-2.

HMCS La Hullose

To start the New Year, the La Hullose participated in two days of sea-air exercises in the Halifax approaches with the Portage, the United States Submarine Torsk and aircraft from Shearwater.

Before entering her refit period in mid-January, the "Fighting Lady" held her last ceremonial divisions on the quarterdeck. At this time the commanding officer, Lieut.-Cdr. H. A. Porter, announced that the class of ordinary seamen which had been under training in the ship had been marked "trained".

He presented engraved bosn's calls to the two top members of the class, Ord. Sea. R. A. Pretty from Clarenville, Newfoundland, and Ord. Sea. D. H. McLaughlin of Oromocto, N.B.

HMCS Quebec

For the first time since the ship commissioned in January 1952 the gunroom was opened early this year to accommodate 17 midshipmen from Cornwallis.

The midshipmen have entered the Navy with seven-year appointments and are destined for naval aviation. They are the third course to complete the six-month training program at Cornwallis.

While on board, the midshipmen will undergo a concentrated training syllabus which includes practical seamanship instruction, boat running, quarterdeck and bridge watchkeeping, engine room watchkeeping at sea, practical navigation and short courses in gunnery, TAS, communications and navigation.

After approximately six months on board they will be required to pass a seamanship examination for

Sports Well Supported By Quebec's Crew

A total of 6,161 officers and men participated in the sports activities of HMCS Quebec in 1952. Duplication of players for the various games and the coming and going of trainees are the factors explaining how the total stands at about eight times the complement of the cruiser.

During the year, Quebec personnel took part in 28 games of basketball, six of cricket, ten of deck hockey, two golf matches, 36 hockey games, 74 PT periods, two regattas, 15 softball games, three squash matches, one tug-of-war contest, 16 soccer matches, three tabloids of sport, 44 volleyball games and two water polo games.

promotion to acting sub-lieutenant and will subsequently go to air stations to commence flying training.

Karen Elizabeth Lindsey, age 11 months, daughter of Lieut. (L) and Mrs. Ralph Lindsey, was christened on board on Sunday, January 18, by Chaplain (P) Charles MacLean. The godfather was F. W. MacPherson and the godmother was Mrs. Helen Hartlin.

TAS School

TD3 "F" class commenced training in the Torpedo Anti-Submarine School on January 12. Meanwhile, TD3 "E" class embarked in HMCS Portage for two weeks sea training with USS Torsk in the Bermuda area.

Following a three-week course at the U.S. Navy's Fleet Sonar School at San Diego, California, Lieut. (TAS) T. L. B. Hebbert and CPO W. D. Dixon have returned to their duties at the school.

Recent changes in the staff included: Lieut. A. G. Kilpatrick to HMCS Iroquois as Divisional TAS Officer, Lieut. D. K. Gamblin to HMCS Brunswicker as Staff Officer Training, and PO John MacDonald to HMCS Portage.

Coverdale Radio Station

Station personnel extended a "well done" to Coverdale's Women's Auxiliary for their efforts in staging the annual children's party, attended by approximately 70 children from the married quarters. Mrs. H. Cutress and Mrs. G. Castle received special mention in their roles as helpers.

Coverdale's entry placed first in the non-commercial class in Moncton's annual Santa Claus parade and a portion of the prize money was turned over to the WA for the children's party.

Although not a traditional "white Christmas, December 25 was still a festive occasion, with AB Charles Hebert changing places with the commanding officer, Lieut. Donald S. K. Blackmore, for the day, and AB J. R. Belleville donning the rig of Master-at-Arms. Officers and chiefs and petty officers turned to at dinner time and served the men in top style.

The end of the Old Year saw the first group of postwar Wrens receive the rank of Able Wren. Those promoted were Lois Leedham, Barbara Schmidt, Lorraine Brown, Doreen Patterson, Patricia Rennie and Jean Espey.

NAVAL DIVISIONS

HMCS Queen Charlotte

(Charlottetown)

Much of the atmosphere of "Old Home Week" prevailed at Queen Charlotte at the turn of the year.

Officers and men spending leave in Charlottetown and other parts of Prince Edward Island included:

Lieut.-Cdr. J. J. Trainor, former commanding officer of the division, now at Naval Headquarters; Lieut. J. M. Richards, former staff officer, now in HMCS La Hullose; Lieut. J. J. Mahar, HMCS Stadacona; PO Cyril MacDonald, Stadacona; PO E. V. Platts, HMCS Huron; Ldg. Sea. Arthur Coffin, HMCS Shearwater; Ldg. Sea. H. A. MacCullough, HMCS

Avalon; AB Bill McGrath, HMCS Magnificent, and AB Reg. Cullen, HMCS Nootka.

Highlight of the holiday season was the annual children's party, attended by about 100 youngsters.

Recently promoted to their present rank in the Reserve were Acting Sub-Lieut. J. E. McRae, Sub-Lieut. (S) L. J. Curley and Sub-Lieut. (S) C. D. MacDonald.

Lower deck promotions in the Reserve have gone to Leading Seamen E. Frederick Saunders, Frederick J. Flynn and John C. MacLeod.

HMCS Prevost

(London, Ont.)

A Women's Auxiliary has been formed at Prevost, with Mrs. Jack Richardson as president. The auxiliary's first social undertaking was a successful ship's company dance, proceeds of which went to the Community Chest and for Christmas extras for families of former naval personnel.

Lieut.-Cdr. E. Gordon Gilbride, commanding officer of the London division, was recently promoted to the rank of acting commander.

Another promotion of interest at Prevost was that of Wren Margery Hall from the lower deck to sub-lieutenant. Sub-Lieut. Hall, who joined the London division as an Ordinary Wren when recruiting first



Latest of the RCN's shore establishments to have a hobby shop is HMCS D'Iberville, the Basic Training School in Quebec City. Here Instructor Lieut. Philippe Bernatchez, organizer of the hobby shop, examines models produced by, left to right, AB Clement Rajotte, Ord. Sea. Antonio Sarrazin, Ord. Sea. Georges Veilleux and PO Bernard Doucette. (O-3755).

began, is assisting Lieut. (W) Elizabeth MacKenzie in the Wren office.

CPO Charles Hawkins is the new president of the Chief and POs' mess and Ord. Wren Marg Ferguson heads the Wrens' Mess.

A bi-weekly newsletter, "Prevost Post", is being produced at the division under the direction of Sub-Lt. Neil Currie — N.C.

HMCS Discovery

(Vancouver)

Latest recruiting figures give Discovery a total reserve strength of 543 officers and men. The breakdown shows that on Discovery's books are 130 officers, 274 men, 101 UNTD cadets and 38 Wrens. Last year at the same time the total was 505 officers and men, showing an increase of 38 personnel. Seven more reserves joined up early in January.

Ted Roach, president of the Seamen's Mess, and his committee initiated a novel way to attract ship's company members and their friends to the division on non-training nights. The seamen have organized an attendance prize of \$5 cash for a draw each Friday night. The initial jackpot was won by AB Douglas Wingrove.

About 300 Discovery personnel, sea cadets and UNTD cadets marched through Vancouver recently to attend a special naval screening of the British film, "Gift Horse of the Sea." Famous Players Theatres in Vancouver offered Discovery the preview show and the commanding officer, Commander Glen

McDonald, with a committee composed of Lieut.-Cdr. Harold Irish and Lieut. George Tanner, arranged for the special presentation. After the parade, the marching sailors were joined by relatives and friends to witness the production in a downtown theatre.

Shifts in posts at Discovery include the departure of Lieut. Jim Butterfield for a JOTL Course in Stadacona after two years as Staff Officer (Administration). He is being replaced by Lieut.-Cdr. Albert (Buzz) Holland. Lieut. J. E. T. Mason has turned over his area recruiting duties to Lieut.-Cdr. Bill Atkinson.

HMCS Cordova, the division's tender, now makes daylight training trips to points of interest in the Vancouver area each week-end. — W.J.H.

HMCS Hunter

(Windsor, Ont.)

Hunter recently lost two members of its permanent staff, Lieut.-Cdr. L. Craig Bishop, staff officer, and Lieut.-Cdr. William Atkinson, recruiting officer. The former has gone to HMCS Stadacona and the latter has taken up the appointment of recruiting officer for British Columbia.

Both officers were extensively entertained prior to leaving. Engraved sterling silver cigarette cases were presented to them at a party given by the permanent staff in the Chief and Petty Officers' Mess.

Rear-Admiral Walter Hose, RCN, (Ret'd.), presented Lieut.-Cdr. Atkinson with a gift from the wardroom officers, accompanied by an original poem. Lieut.-Cdr. Bishop received a similar gift.

HMCS Tecumseh

(Calgary)

Its favorable geographical location has made HMCS Tecumseh the controlling station of a prairie network carrying out communication exercises among the naval divisions at Calgary, Edmonton, Saskatoon, Regina and Winnipeg.

When the regular communications exercises are completed on Wednesday nights, Tecumseh's communications staff takes part later in the evening in radio exercises with the 13th Naval District, USN Reserve. The American stations are located in the north-western states.

PO E. R. Johnson is the reserve petty officer in charge of the communications staff at Tecumseh.

The ship's company, wives and friends filled the Tivoli Cinema on Sunday evening, January 18, for a showing of the British film, "Gift Horse of the Sea". The management turned the theatre over to the Navy for the occasion. — C.S.J.L.

HMCS York

(Toronto)

The Women's Naval Auxiliary of Toronto, an association of more than 100 navy-conscious women under the presidency of Mrs. L. S. Usher, has paid nearly 10,000 visits to DVA hospitals in the Toronto area since 1946.

Hospital visits are accompanied by the distribution of cigarettes and candy to all ex-naval personnel. Each Christmas about 75 parcels have been given to former members of the naval forces who have to spend the holiday season in hospital.

The group is supported by the proceeds of bazaars, teas and membership dues. Recently the Chief and Petty Officers' Mess of HMCS York contributed a \$100 cheque to assist the organization in its work. The cheque was presented on behalf of the mess by CPO Frank Hopkins, mess president, to Mrs. G. E. Huffman, past president of the auxiliary.

The Toronto naval division is taking a direct interest in the 26-part television history of naval operations of the Second World War, "Victory at Sea", which is being broadcast from the Toronto TV station CBLT.



Personnel of HMCS Cornwallis were entertained during the Christmas holiday season by Theatrical Productions of Halifax, whose members staged a musical review entitled "Belles and Beaux" in the Cornwallis Recreation Centre. The chorus line shown above includes, left to right, Carrol Ann Egan, Otty Skujins, Lorna-Jean Grayston, Anna McCormack, Eleanor Duckworth, Sally Brayley, Joanne Murphy and Elizabeth Monies. (DB-2292).

The first of the series, telecast on Sunday, December 28, was introduced by a two-minute address by Captain R. I. Hendy, York's commanding officer. Subsequent episodes have been preceded by short talks on Canada's part in the war at sea given by Lieut. J. F. Howard, also of York.

The outstanding event of the holiday season at York was the New Year's Dance, during which more than 800 persons danced on the drill deck to the music of a 12-piece band. Commander L. D. Stupart, executive officer, was chairman of the committee in charge of arrangements.

York had the honor of providing the guard, band and saluting guns' crews at the opening of the Ontario Legislature in February. This is the first time that the military ceremonial at the opening has been an entirely Navy show.—A.C.T.

HMCS Catarqui (Kingston)

A marked improvement in training at Catarqui was reported by Lieut.-Cdr. J. B. Bugden, Reserve Training Commander East Coast, following a visit to the Kingston naval division.

The New Year's Eve dance sponsored by the Chief and Petty Officers' Mess proved a great success, with 150 couples in attendance. The levees on New Year's Day were well attended. A visiting party from the division called on eight messes during the morning.

Atlantic Command Gives 5,700 Pints of Blood

Seven-hundred and twelve gallons, or 5,700 pints. Enough, if it were gasoline, to drive an English type automobile right around the world. Enough, since it was blood, to be the potential life-giver to hundreds, perhaps thousands of people.

In the last year, in the Atlantic Command of the Royal Canadian Navy, donors have given blood in nine separate clinics held by the Red Cross during their various drives.

Three clinics were held in HMCS Cornwallis throughout the year, yielding 2,574 pints; two clinics at HMCS Shearwater brought 871 pints; one clinic in HMCS Magnificent assisted with 299 pints, and three clinics at HMCS Stadacona helped with 1,877 pints.

In addition, a large number of personnel gave blood at Red Cross headquarters in Halifax and, in towns and centres near naval radio stations, blood from civilian donors was augmented by that from naval personnel attending the clinics.



More than 850 volunteers from HMCS Stadacona turned out for a Red Cross blood donor clinic held in the RCN Hospital at Halifax January 14 to 16. The objective had been 600 donations at a two-day clinic but the record-breaking response meant the clinic had to continue for another day. Counting additional volunteers who gave blood at the Red Cross's Cogswell street clinic earlier in the week, the total of Navy donors came to more than 1,000. Here Miss Jean Covey of the Red Cross attends CPO B. Irvine, of Dartmouth, as he gives blood at the Stadacona clinic. (HS-23614).

The ship's bell was used as a font when the small sons of Ldg. Sea. Roy Dingley and Ldg. Sea. William Costello were christened on board by Chaplain (P) W. E. L. Smith. The commanding officer, Commander A. G. C. Whalley, was present at the double ceremony.

HMCS Griffon (Port Arthur)

Two presentations were made following the annual mess dinner of HMCS Griffon, with Lieut. T. C. Luck, mess president, officiating at both ceremonies.

Lieut.-Cdr. J. L. Freeman, who has been with Griffon for six-and-a-half years, was the recipient of an engraved silver cocktail shaker. Lieut.-Cdr. Freeman has been transferred to Winnipeg, where he will join HMCS Chippawa. At the time of his transfer he was Griffon's executive officer.

The second presentation saw Sub-Lieut. (S) G. D. Loewen, Griffon's supply officer, receive an engraved silver stein. He, too, has been transferred to Winnipeg and will become a member of Chippawa's ship's company. — S.A.L.



Red Cross Nurse Louise Jordan passes to Ord. Sea. Allan Elliott, of Trenton, Ont., the last of 919 pints of blood obtained at a clinic held in HMCS Cornwallis in January. The blood is stowed in a refrigerated truck for transport to Halifax. Over the past year, naval personnel in ships and establishments of the Atlantic Command have given more than 5,700 pints of blood to the Red Cross. (DB-2267).

TEST PILOT'S TASK IS TOUGH ONE

*Today He Must Know Nuts and
Bolts as well as Be
Able to Fly*

HOLLYWOOD to the contrary, the test pilot is not a swash-buckling glamour boy whose daring deeds in the air suggest he is more endowed with courage than with brains.

As a result of the remarkable advances made in aviation in recent years, today's experimental test pilot must have a sound understanding of the technical problems involved, as well as be able to determine fully an aircraft's operational capacity. The successful prosecution of his job requires a meticulous noting of pertinent facts, during a studied series of tests, in order that he may support his conclusions and obtain information for technicians to co-relate.

The Royal Canadian Navy has two of these specially trained aviators—Lieut.-Cdr. (P) W. H. (Hal) Fearon of Dartmouth, N.S., and Lieut. (P) J. C. Sloan of Ormstown, Quebec. Both are graduates of the Empire Test Pilots School, which was established in 1943 for the necessary

purpose of standardizing civilian and service flight test techniques in evaluating service aircraft. At the present time the school is established in the Royal Aeronautical Establishment, Farnborough, Hants, England, which might well be called the heart of the British aircraft industry. The course is 41 weeks long and consists of a mixture of flying a large variety of aircraft, technical lectures, and visits to aircraft firms. The method of the course is educational, rather than training, in that it attempts to establish a practical attitude toward general aircraft development as well as teaching methods of experimental and development type test flying.

Experimental test pilots are what amounts to professional critics of the efforts of designers and manufacturers. A civilian experimental test pilot evaluates the "flyability" of an aircraft fresh off the drawing board, while his service counterpart evaluates the aircraft at a slightly later stage against known service requirements, and

therefore figures largely in the decision to accept or reject the aircraft for service use.

There is another main division of test pilots, who are often confused with the "experimental" test pilots. This second group is known as "Production and Maintenance". They test aircraft off the assembly line or after major overhaul to check that those aircraft are conforming to type in performance and quality.

Up to the present time, except for tests carried out by Lieut.-Cdr. Fearon that arose from conversion of the Avenger aircraft from torpedo bomber to anti-submarine duties, there has been practically no test flying of an experimental nature required in the RCN. This has been caused by the fact that as yet no naval aircraft have been built in Canada. However, because Canadian naval aviation operates under many unique conditions, a requirement exists to get first-hand experience as early as possible wherever promising new types of aircraft are being developed. In order to fill this requirement, Lieut. Sloan underwent a one-year appointment at the U.S. Naval Air Test Centre, at Patuxent River, Maryland, and is now flying jets in a night fighter squadron of the USN.

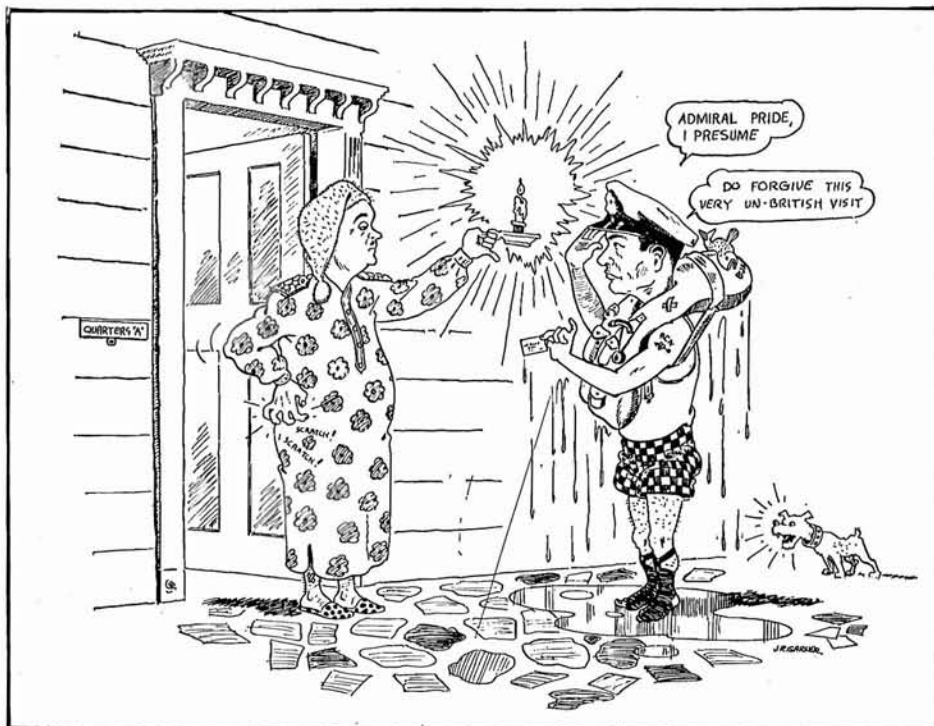
A modern service aircraft generally takes from four to eight years from the time an operational requirement is stated until the aircraft is operationally useful. During that time the designer must conceive the aircraft by the art of marrying an airframe and an engine, and the experimental test pilot must determine whether the marriage is practical.

The role of the experimental test pilot is often hazardous, for though the designer makes the most careful calculations, so many variables are involved that some things must be left to guesswork.

When attempting to describe a typical experimental test pilot, many variables are also involved. His approach to his task must be one of matter-of-fact caution. To be chosen for the task he should have a complete love of flying, intense curiosity, a pioneering desire to try something new, and the ability to pay attention



Lieut. J. C. Sloan is pictured in the cockpit of a U.S. Navy Banshee jet fighter, one of several types of aircraft he has flown while on attachment to the USN. Lieut. Sloan is one of the RCN's two qualified test pilots.



While test flying a Panther jet over Patuxent, Maryland, Naval Air Test Centre, Lieut. J. C. Sloan, RCN, was forced to bail out when his aircraft burst into flames. He landed in the river and shortly after presented himself, sopping wet but uninjured, at a nearby house for the purpose of calling his base. The house proved to be that of Admiral Pride, who had just taken over as commanding officer of the centre. This cartoon, made by a wag at the USN base, represents Lieut. Sloan taking the opportunity of leaving his official calling card at the same time.

to minute detail during many simultaneous happenings.

There are a great many quotable examples of risks in test flying, whether it be of the "Maintenance and Production" type or of an experimental nature. A good example of the former involved Lieut.-Cdr. Fearon during a maintenance test flight of a Sea Fury fighter at Dartmouth. After an apparently normal flight in the air, Lieut.-Cdr. Fearon was returning to base to land when, on the final approach, his throttle jammed closed because of a careless bit of work during the maintenance check. Happily, quick thinking saved a very expensive aircraft and an experienced pilot, Lieut.-Cdr. Fearon promptly raising the flaps, which enabled him barely to reach the runway.

On another occasion, Lieut. Sloan, while carrying out an experimental night test on a new version of a Navy Panther jet at Patuxent River Test Centre, suddenly found the aircraft on fire and in imminent danger of exploding. A certain quotation from "Hamlet" fitted the occasion. The decision "to be" was followed by immediate use of the ejection seat fitted to the aircraft. Lieut. Sloan managed to get clear of the aircraft and parachute into water safely.

His U.S. Navy counterparts on the air station treated a sequel to the accident with some hilarity. Lieut. Sloan, after swimming ashore uninjured, made for the nearest house to contact the station. It turned out to be the residence of Admiral Pride, the new commanding officer of the Naval Air Test Centre.

Lieut. Sloan had not paid his formal call on the new Admiral as yet, so station wags made the most of the impromptu visit with a cartoon (see cut).

Another time, while flying at 30,000 feet in a U.S. jet aircraft to determine air flow characteristics of the plane during high power level flight, Lieut. Sloan experienced severe anoxia resulting in a partial black-out. The aircraft spiralled down through the clouds and an accompanying aircraft spread the alarm that he had crashed. Fortunately, however, he recovered and made his way back to base safely. After landing Lieut. Sloan retired early to mull over the incident step by step. The result was a five-page, closely typed report covering the experience and giving his analysis of what happened. He double-checked his conclusion in a decompression chamber to affirm his belief that oxygen starvation caused the dim-

out. Lieut. Sloan was then able to make detailed recommendations for improvement of the oxygen indicator in the aircraft cockpit, to which he attributed the incident.

In most occupations involving danger personnel are inclined to develop superstitions. However, as a general rule, instead of using rabbits' feet to gain a form of mental security, professional test pilots are inclined to adopt a creed that aircraft have personalities built into them by people and, like people, if treated with respect, will not let you down.

The task of choosing the right aircraft to meet any requirement that the service has in mind is a most arduous one. Apparent irrelevant facts gained in flight must be carefully "boiled down" in order to reduce expensive testing as much as possible, to say nothing of reducing chances of a serious accident. Both the flight tests and ground work often become tedious in the extreme, but there are exciting phases and the end result, whether good or bad, leaves lifelong memories that make it all seem worthwhile.

In summary, the Hollywood type test pilot has become, in real life, an executive whose opinion and efforts play a large part in deciding whether or not a designer's drawing board dreams have come true.

Bursary Established By Victoria NOAC

Establishment of a University of British Columbia bursary was approved at the annual meeting of the Naval Officers' Association of Victoria on January 14 in the officers' mess of HMCS Naden.

The business of the evening was mainly a review of the year's activities by the retiring president, F. G. Hart, presentation of the financial statement and the election of officers for 1953.

The annual bursary offered by the association is intended to assist in the education of the son of some ex-member of the naval forces now residing in British Columbia. Candidates must undertake to serve in the UNTD during their scholastic careers, if such service is acceptable to the Navy.

Officers and members of the executive committee elected for the year are:

E. A. Brock, president; R. M. Burns, vice-president; P. A. Fecteau, treasurer; H. S. MacDougall, secretary; executive, G. H. Nation, W. P. Elkins, R. A. H. Lort, R. Clayton and G. Bell.

GERMANY'S SAILORS

BY W.L.P.

The following article, contributed by a retired naval officer now in civil life in Europe, is in no way an official article. It is printed as there are many in the Navy who will certainly be interested to know what has happened, or is happening, to the German Navy. Opinions expressed are the author's own.

ON Germany's Baltic coast the city of Kiel, the Halifax of the former German Navy, today awaits the impending revival of German armed power and wonders what this will mean for Kiel. The greatest emphasis in the German contribution to the new European Defence Community will be on army and air force units, but there will also be a naval contingent of sorts. Kiel, located at the eastern end of the 66-mile canal which links the North Sea with the Baltic, cannot fail to be involved in any revival of German naval activity.

In the days before the war, Kiel had a population of some 260,000, plus a regular naval population of about 30,000. When the whole fleet was in — the largest battleship could enter the triple-gated harbor — the naval population swelled to about 100,000.

Now not only are there no longer the streams of sailors who flowed into the city from the ships' liberty boats, but even the landing stages to which the liberty boats came have disappeared. The nearest thing to a warship still to be seen in Kiel today are several corvettes waiting to be converted into whaling ships. On two the numbers were still visible: K-101 and K-139. Subsequent inquiry revealed they had once been Canadian, the Nanaimo and the Moncton.

For ex-naval personnel in Kiel the past several years have been hard ones indeed. The city had been severely bombed, and the military collapse deprived it of that part of its economic life which came from being a Navy town. Moreover, stoppage of work in the city's three shipyards meant the disappearance of 30,000 jobs. The technically trained men left to go to the Ruhr industries, but those without special training mostly stuck it out in Kiel.

Time, however, heals many wounds and now things are better. The Germans are by nature a hard-working people with a gift — sometimes a dangerous gift — for bringing order out of chaos. In the post-war demolitions one shipyard was spared

and today it employs 6,000 persons, although some 2,000 of these are there simply to spread the available work.

Great ingenuity has been shown in the reconstruction of the city. For instance, from the rubble left by the wartime bombings and the post-war demolitions, the people of Kiel collect sizable chunks, add cement and tumble the resulting mass into large block-shaped wooden casts. On an open beach that was once a shipyard one can see a whole array of these blocks set out to dry. When dry they provide large, strong building blocks that have required relatively little cement. From the ruins sufficient material has been recovered in this way to build several modern looking buildings to house light industries.

The dominant characteristic to be found among the ex-Navy crowd in Kiel is certainly the group solidarity that persists from their Navy days. An ex-PO in the U-boat service, now with the harbor police, told me his best memories were of the comradeship he had known in the Navy. His eyes lighted up as he said it. Others said the same thing, and in this respect the German lower deck was clearly much like our own. Moreover, this feeling of kinship was still running strong. The manager of the Kiel Ostseehalle, a new munici-

pal arena for theatrical presentations, sports events, etc., turned out to be an ex-Navy type. He was still in contact with an immense number of former shipmates, and every one of his employees was ex-Navy.

When a new German Navy comes it will be too late for most of these men to return. As always, it will be youth that is called to the lower deck. The German naval contribution, under the European Defence Community contract now awaiting ratification, would consist of a coastal defence contingent, roughly one third of which would be in the reserve. Administrative duties of an essentially shore nature would be carried out by civilians.

The naval people in Bonn would like to have some sort of naval air strength, and hope to be able to persuade the future German air force to relinquish a few planes from its quota.

As regards ships, there will be minelayers, minesweepers, motor torpedo boats, motor gun boats, tugs, tankers, etc.

The defence headquarters in Bonn is at present known as "Dienststelle Blank". The naval section consists of only a handful of persons so far, and is expected to grow only in ones and twos, at least for the time being. The planning done so far has only been a sort of pre-planning in open discussion, since there is as yet no staff to draw up detailed plans either for ships' organization or for training establishments. In any event, the naval activity envisaged is not for striking purposes, but for coastal defence. Thus it is very much subordinated to the other two services.

As regards the major ships there are said to be as yet no final plans. It is not yet certain what weapons will be available or most desirable, and their nature will greatly affect the ship designing. Bonn says that in any event they want the best weapons, particularly for anti-aircraft defence. The ships will only be built after ratification of the defence contract. Thus, there can hardly be any minelayers or 'sweepers before 1954.

So far, then, there has been no real revival of a German naval lower deck. This is still in the future, but when it comes, even if only as part of a coastal defence service, one might

Mystery Solved

"The sixth man" could well be the theme of an intriguing mystery story that came out of a study in field gun drill recently conducted by the former head of the naval motion study unit of the British Admiralty.

Mr. K. F. H. Murrell said in an address to the psychology section of the British Association that one of the first tasks during an army motion study unit project was to find out why Number 6 always stood stiffly at attention during field gun drill.

"The drill was photographed", he said, "and it was found that Number 6 stood stiffly at attention at the back of the gun doing absolutely nothing".

Inquiries were made but nobody seemed to know just what Number 6 was supposed to do. "Number 6 had always been in the drill book as long as they could remember", added Mr. Murrell. "Eventually an ancient sergeant major was unearthed with Boer War medal ribbons up, and he said — 'I know who Number 6 was. He was the man who used to hold the horses'."

expect it to be modelled closely on the past. Then the training which a boy received, if we ignore the Hitler trimmings, was much like the training schedules in the RCN. Only the details differed. This is after all hardly surprising, since the essential aim was the same.

Recruit training lasted from three to six months, depending on the needs of the fleet at the moment. The fleet itself was divided into two sections, one section designated as training and the other operational. After recruit training on shore, a man went to one of the ships of the training section, and these ships might be cruisers or even small ships like MTBs. A man went to such a ship for two years, and the overall percentage of trainees in such ships was high. The living must have been rather rugged, too, because even in large ships like cruisers a man did his morning washing and shaving at a dishpan of water out on deck. According to the manual, the ship's washroom was reserved for the "basic" Saturday night bath.

After one year a man became the equivalent of an able seaman with an arm chevron somewhat like our good conduct badge. After two years a man received a higher rate, still essentially equivalent to AB but now qualified to be captain of a gun, etc. There were in, fact, two additional rates within the AB bracket roughly corresponding to "three-badge AB", and "senior three-badge AB". After this two-year period the ship itself ceased to have training status and became operational. With men held together through such a long initial training period, it is not surprising that such strong ties of comradeship developed.

After these two years, a man could go through for his PO. If he did not wish to do so, he simply stayed on in the ship. If he did wish to do so, he was drafted ashore for a course lasting up to two years. There seems to have been no rate exactly equivalent to our leading seaman.

A part of the petty officer's course consisted of doing time in a sail training ship. During this time they worked part of ship just as if they were still junior ratings, and with them were the officer cadets. There were no ordinary seamen on board, so in fact the cadets and petty officer candidates were all ordinary seamen together and carried out all the regular crew duties. The cadets lived in quarters of their own. They also had a



The ease of movement of shallow-water diving gear and the communications of deepsea apparatus are combined in a diving suit which recently underwent successful tests at a depth of 30 feet in Esquimalt harbor.

Weeks of planning and hard work went into production of the suit, which embodies the ideas of Lieut. Charles Corbett, diving officer at HMCS Naden, and naval diver CPO Robert Wigmore.

The man who went down to give the suit its first test was another naval diver, Ldg. Sea. George Ackerman, who took the plunge from the Naden Diving Depot.

According to Lieut. Corbett, the suit combines the best features of three different diving rigs. He believes it will be particularly useful in such work as drydocking ships, inspecting hulls and carrying out shallow water searches.

The advantage of the suit over standard diving gear is its light weight, which makes it easy for the diver to manoeuvre on the bottom. The depth at which it can be used is limited only by the length of the surface air hose. A telephone permits communication with attendants on the surface. The photo shows Ldg. Sea. Ackerman in the diving suit, with PO James Connolly and Lieut. Corbett making adjustments. (E-21221).

different uniform to wear ashore. On board, ship, however, the cadets and the petty officer candidates wore the same rig and did the same work.

At the moment it is not clear what sort of uniform the rating in the new German Navy will wear. The new German semi-military police wear a smart uniform consisting of a small dark green cap, green battle-jacket with heavy leather belt, and green trousers that come down tight around the ankle, like ski pants, to fit into ankle-high boots. This same uniform, only in blue, is worn by the men of the West German sea frontier service (coast guard), which is quite separate from any future West German Navy. In East Germany, however, the sea frontier police wear the familiar pre-war German naval uniform. Present

indications are that West German naval ratings will wear uniforms conforming to the traditional international pattern and perhaps similar to the pre-war German naval uniform.

Thus there are still many unsettled questions, large and small, about both ships and men of the coming West German coastal defence force, but following ratification of the European Defence Community Agreement the West Germans will no doubt tackle these matters with their usual decisiveness. Meanwhile Kiel waits, looking forward to the day when the commanding admiral's house, now a hotel, reverts to naval use, and naval men are again to be seen in the city's streets.



The Navy Plays



Navy Hockey Teams In Second Place

Stadacona and Shearwater were tied for second place in the Halifax and Dartmouth Senior Hockey League in late January. The former had a record of four wins and two losses.

The Stadacona entry is coached by Instructor Lieut.-Cdr. George L. Connor and managed by Lieut.-Cdr. A. A. MacLeod.

Stadacona's inter-part league is having an exceptionally good season, with games played daily in the Halifax Forum. Competition is keen among the 11 teams comprising the league.

Seamen, Electricians Lead Quebec Leagues

Sports activities were to the fore during the refit and leave period of HMCS Quebec at Halifax, with hockey, basketball, volleyball and squash proving particularly popular.

The Seamen held down first place in inter-part hockey. Though sparked by their "kid line" (total age: 118

years), the Officers had been able to produce only one win, and that in an exhibition tilt. Commissioned Bos'n Bill Peakman, the goalie, was almost convinced he owned a rubber plantation, so often did he dig the puck out of the nets.

The Electricians managed to short-circuit all competition in the basketball league, while Officers and Seamen shared top place in volleyball.

Star Hands Hunter Only Hockey Loss

Hockey has played a prominent part in the sports schedule at Hunter, with a game against HMCS Star in Hamilton, which the Windsor division lost, generating the most excitement.

PO William F. Saxon's two children proved the most ardent rooters for the Windsor team. PO Saxon's daughter was cut over the eye by a flying puck, but insisted on returning to watch the game after the injury was sewed up at hospital, while his son did a fine job as water boy. To date Hunter has won three out of the

four games it has played and is in first-place in the inter-division league.

A basketball league has been organized and so far Hunter has been able to dampen the spirits of the Fire Department and out-maneuvre a team from Chryslers. It is hoped the Police Department will also enter the league.

Hunter personnel enjoy free skating once a month at the Windsor Arena.

The Petty Officers' rifle team has done well in a competition with the sergeants of three Army units in Windsor. — B.D.

Hockey Team Revived By London Division

For the first time in three years, HMCS Prevost has on ice a hockey team representative of the RCN staff and the reserve.

The long layoff has been reflected to some extent in the London division's standing in the Inter-Divisional League. In the first three games, Prevost suffered two defeats at the hands of Hunter and lost once to Star.

In the B & T (Blood and Thunder) Industrial League, Prevost was in third place with one win and two losses.

Prevost has come out on top in three of six exhibition games. Opposing teams have included the London Army Garrison, the PPCLI from Camp Ipperwash and the Lucan Irish.

The Prevost crew is coached by CPO Ed Short and is managed by Lieut.-Cdr. Gordon Brighton, staff officer. — W.L.C.

Shearwater Inter-Part Leagues Reorganized

The Shearwater inter-part volleyball league was reorganized in January to make room for teams from the air groups. Works and Bricks shared top spot with the Observers' School early in the year, each team having lost one of six games played up to then.

The newly incorporated air groups hold a decided edge in the six-team officers' Wednesday league, which is moving along at a steady clip.



Here are the "big guns" of the HMCS Hunter hockey team which in January took over first place in the Western Ontario naval league. Hunter won three of its first four starts, losing only to HMCS Star of Hamilton, 8-5. It has beaten HMCS Prevost, London, twice, 11-4 and 7-0, and HMCS York, Toronto, 4 to 2. Left to right in the photo are Ldg. Sea. H. Jessiman, Sub-Lieut. Bob McArthur, captain, PO Kerri Lewis, PO Bill Saxon, assistant captain, and Lieut. (S) Greg Cocks. In the game against York, Lieut. Cocks scored two goals while Ldg. Sea. Jessiman and Sub-Lieut. McArthur accounted for one each.

In the meantime, seven teams from the air groups have joined the bowling league, which has resulted in revision of the schedule to three 12-team sections, bowling Mondays, Tuesdays and Fridays. Although handicaps are no longer used, the individual averages remain as before the merger.

Athletes Come, Go In Pacific Command

Draft orders brought both good and bad news during January for the sports followers at HMCS Naden.

Good news was the arrival of PO Frank (Darky) Lowe from HMCS Stadacona where last year he won the Admiral Jones Memorial Shield for his all-round athletic and organizational ability. Ord. Sea. Ronald Young, who has played five years of senior "A" basketball in B.C. leagues, was also a West Coast addition.

Bad news concerned the drafting of CPO Jim Charlton, coach of the RCN's West Coast Canadian football team last season, who joined HMCS Ontario. Another sports figure to join the cruiser was PO Bill Young, who coached the Naden senior basketball team.

Another well-known Navy sportsman, but one not affected by a change in locale, was in the news. Instructor Lieut. David MacKenzie, competitor and booster in nearly all sports, is coaching the RCN's entry in the Victoria English Rugby League.



It was a question of who would connect when these two let fly almost simultaneously in their light heavyweight bout on the boxing card which opened the new gymnasium at HMCS Cornwallis. It was AB James MacArthur, of Stadacona, who scored and the result was a kayo victory over AB R. Le Blanc, of Cornwallis. (DB-2257).



Shearwater Flyers, Halifax and Maritime Canadian football champions, recalled their triumphant 1952 season at a recent smoker. Pictured at the head table are Lieut.-Cdr. J. G. Wright, assistant manager of the team; PO Danny McCowell, captain of the Flyers, and Captain D. L. Raymond, commanding officer of Shearwater. On display is the Purdy trophy, emblem of the Halifax and district championship. (DNS-9833).

Shearwater Hoop Teams Slow to Get Started

The four teams representing HMCS Shearwater in basketball leagues in the Halifax-Dartmouth area had a lot of trouble getting started. The two senior and the two junior squads lost four exhibitions early in the year, but showed steady improvement and stations rooters are hopeful of better things as the season progresses.

Only three inter-part basketball games were played before a reshuffle in the league rated the games as exhibitions. Inclusion of the air group teams made a new schedule necessary. — J.P.D.

Coverdale Wrens May Form Hockey Team

Moncton's tri-service Canadian football team, to which Coverdale Naval Radio Station contributed a number of players, wound up the season by attending a league banquet and making a firm pledge to stay out of the cellar next time.

Hopes that the hockey season would be more successful were dimmed when the Coverdale pucksters lost their first three exhibition games. Although no league is planned, a faster brand of hockey is expected in further competitions.

The station is looking forward to the annual Chiefs and Petty Officers vs Leading Seamen and Below hockey classic. There is a possibility that Coverdale Wrens will enter a team in a Moncton women's hockey league.

On the indoor parade, bowling and table tennis tournaments are holding sway, with preparations in hand for the establishment of a badminton league.

Commander Burchell Takes Coaching Reins

Commander (L) H. G. Burchell has taken over as coach of the Navy team in the Victoria Commercial Hockey League, succeeding PO Norman Jones, who has stepped down to devote full attention to his goal-tending chores. Jones, who leads the league in net-minding honors, decided to resign as he felt a bench coach would be more valuable to the team.

Commander Burchell coached the RCN entry to the Victoria league championship last season and before arriving on the West Coast handled the Halifax Navy team which won the Maritime Intermediate title in 1948-49.

The Esquimalt sailors were at the bottom of the standings in the four-

team league in late January but were only two points out of second place and five back of the leaders.

The Navy team has been strengthened by the return of two former players, AB Roy Derry and Ord. Sea. Orvil Coulter, who were aboard HMCS Ontario during her South America cruise.

Ldg. Sea. Neil Standley, first string forward, is in second place in the league's individual scoring race.

Naden Teams Start Basketball Series

Basketball was king as the second half of the Naden inter-part competitions opened after the New Year. In games played to date Supply School "A" and Ordnance teams have shown the most power.

The Medical, Comm. and ND team defeated TAS and Electrical 36-17 in the opening game of the schedule with CPO Fred Kelly and PO Cy Henderson each notching ten points for the victors. The MTE team scored a close 20-17 win over Supply School "B", while Supply School "A" had little trouble with Supply Naden in a 54-27 romp. The combination of CPO Stanley James, AB Gordon Knight and Ord. Sea. Ronald Young scored 32 of the school's points.

Ordnance won from Medical, Comm. and ND by a 36-18 count. CPO Dick James was the big gun for Ordnance with a 21-point scoring splurge.

In an effort to raise the calibre of play in the inter-part loop, player restrictions have been lifted and members of the teams representing Naden in city and district leagues are permitted to turn out with the inter-part teams.

Air Force Team Leads Shearwater Hockey League

RCAF got off to a winning start in the inter-part hockey league at Shearwater, winning three games in succession. SNAM No. 1 was in second place in the 11-team league and Miscellaneous and Air Stores were tied for third.

York Has Trouble In Hockey Wars

HMCS York was hard pressed to salvage a 3-3 tie with Army in an inter-service hockey league game played in Toronto recently. After the first period ended in a 1-1 tie, York forged ahead 3-1 in the second. Ord. Sea. Bob Maxwell set up AB

Bob Irving for the first period score and the same pair collected one apiece in the second. In the third period, however, the tars ran out of steam and the Army turned on enough pressure to force a tie.

In another close contest, the York officers' indoor softball team lost out to the Queen's Own Rifles 14-13 after two extra innings in the Fort York Armories.

Cataraqui Stretches Unbeaten Cage Record

HMCS Cataraqui's basketball team had yet to be beaten after eight games in the Kingston Basketball League.

Not so fortunate was the Cataraqui

hockey team. The pucksters had won only a single game in the Garrison Hockey League and had been eliminated in the play-offs in the Senior City League.

Naden Team Pacing Local Shuttle Loop

The Naden Badminton Club's third division entry in the Lower Vancouver Island Badminton League topped the standings in late January with two wins and a loss. The sailors had registered wins against the Dockyard and Sooke by scores of 10-6 and 9-7. The lone defeat came at the hands of the Victoria Lawn Tennis and Badminton Club team, which won by a 9-7 score.

CLOCK PRESENTATION BRINGS BACK MEMORIES

Following the recent announcement of the presentation of the ship's clock of HMS York to HMCS York (Crownsnest, January 1953), this letter from D. B. Kelman of Toronto was received by the commanding officer of the Toronto naval division:

Dear Sir:

It was with considerable interest that I read of the presentation of the clock of HMS York to HMCS York. It occurred to me that it might prove of interest to you to know that Canada's interests in the York were even stronger than represented in the above-mentioned column.

Enclosed please find a photograph taken shortly after the return to the Firth of Forth of the York from Namsos, Norway. The four men pictured are all Canadians; a fifth member unfortunately not shown is Charles Arthur Brint of 8 Dorene Cres., Scarborough. Brint left the ship at Scapa Flow due to injuries sustained during the evacuation of Namsos. The men pictured are: William Pike, AB, DSM, from Newfoundland; Alfred Vezzina, Signalman, of Montreal; D. B. Kelman, Stoker, of Toronto; Gerald Guile, AB, of Winnipeg.

AB William Pike won the DSM for distinguished service with a party of men from HMS York who returned to the Greek mainland from Crete to assist in the evacuation of troops from Athens. Signalman Vezzina became one of the youngest Yeomen of Sigs in the RN. I last heard of AB Guile at the defence of Tobruk where he served aboard HMS Terror (monitor). Kelman and Brint, two of the men who commissioned HMS York

on her last full commission, May '39 to May '41, are both resident in Toronto. Kelman served from initial sailing to the sinking at Suda Bay, Crete.

I trust, sir, that the above information will prove as interesting to you as the article in Khaki and Blue did to me. May the spirit that prevails in



HMCS York never fall below that set by her rocking, rolling old namesake, which under the command of Captain Reginald Portal and Commander Casper John was the tautest, happiest ship that it was ever my privilege to serve in.

D. B. Kelman,
22 Gilpin Ave.,
Toronto.

GALLEY DRILL

(This Should Be Impossible)

The gunnery branch is one of the Navy's oldest, ablest and most respected. It is also the noisiest and, by the nature of its parade ground responsibilities, the one most prominent in day to day life in the service.

For the latter two reasons—and because its methods are so easily adaptable—the gunnery branch has been made the subject and object of more naval humor than all the others put together.

Drill, by numbers, is a particular favorite. There are drills for getting dressed and getting married, for church service, winding the clock and putting out the cat, just to name a few.

One of the more involved drills so devised—and one that is fully in keeping with the best gunnery traditions—is "Galley Drill". It first appeared in "Destroyer Ditties", the classic collection of naval verse and humor compiled on board HMCS Saguenay by "Joe Deadlight" in 1939.

* * *

DRILL FOR A DESTROYER'S GALLEY MOUNTED ON A LAUREL AND HARDY MOUNTING.

The Galley's crew consists of two Scavengers, four Lozengers, a Bookie, six hands from each part of the world and a Leading Hand from Boston. The Galley's crew will fall in at the rear of the Cocoa Tub in the most convenient manner possible.

At the order, "Right Copper's crew, number," crew will number as detailed previously.

Right Copper's crew, NUMBER!
Chief—Chef—Greasy Neck, 1, 2, 3, 4—Right Dish-Walloper—Centre Dish-Walloper—Director Juicepot—Right Skinner of Rabbits."

"Left Copper's crew, NUMBER!"
"Sloshy Petty Officer—Proper Crow, 1, 2, 3, 4—Left Skirmisher—Left Centre Dish-Walloper—Second Chopper of the Suet—C. in C. of the Flatdish."

DETAIL CAST LOOSE

"Stand at Ease."

At the order, "Cast Loose," all numbers will clear away everything in the way of stuffing the goose. No. 2 of both Coppers will try the stop-cocks till the oil-fuel lubricates the onions and then report, "Right or left cop, fish shop open, dough-boys tested."

No. 3 of both Coppers will then remove the dhobeying, while No. 2 will open the oven door and report, "Right or left cop, sausage out, bore clear!" No. 3, after seeing both Coppers clear and run out, will hide the key and report, "Coppers filled, key hidden."

No. 6 of both Coppers will test Safety Interlocking Gear and report, "Fire doors open, oven doors closed." The Scavengers will repeat and then report, "Right or left cop, private bar open, bottle and jug closed."

No. 1 of both Coppers will then try to insert the flatdish with the oven doors closed. THIS should be impossible. He will then report, "Cannot insert right or left flatdish."

No. 4 will jump on the Coppers, see the spuds to half-cock and sing out for empties. He will then test the oven recoil and release the sliding-block of lard. No. 3 will seize the ladle by the small-of-butt and pass it on to No. 5, who will grasp it firmly by thumb and forefinger, see everything clear and run out to a clinch and then report it.

No. 1 will try to raise the cocotub with the ladle run-out. THIS should be impossible. He will then open the oven door, spear the first section of kippers, and, as eight bells ring out, will cry out in a voice loud enough to be heard by the remainder of the flotilla, "What Mess?"

"Pot Mess".

"How many victualled?"

"144."

"Stand back you starving tadpoles! Chiefs and Petty Officers first! Stand by the staff! Oven doors at the ready! Forward dish, wake up fish, in rake, out bake, in slice, out rice, Tancy Lee, Magpie Three, Pony Moore, Bull's Eye four, mile of pies, out flies, cook's matey's knees, out peas, don't get flustered, out custard, in fork, out pork. Down all washed clothes from the focs'le line! D'yee



In case anyone should ask: Shown above is the Galley's crew fallen in for drill. Right to left are Greasy Neck, a leading hand from Boston, two scavengers, one hand from the Swiss Navy, a bookie, some clown of an OD who got into the act, one hand from the West African Navy and Left Centre Dish Walloper with sausage. Spare numbers are not shown. The galley stove is at the ready with catch-retaining, latch-releasing B.M. lever housed. The G.I. stands at the left.

Seaman Commended For Quick Action

Prompt action by Ord. Sea. James Gilmore prevented a serious fire in the Cookery School at HMCS Naden on the night of January 15.

Gilmore discovered a small blaze in the school at about 7 p.m. He immediately sent a man to report the fire while he took steps to extinguish the fire himself.

He was commended for his initiative and his prompt and correct action.

hear there? All men who can't swim take a deep breath along the bottom!"

No. 6 will provide a nutmeg grater, extract two sausages, see them to safe, and show them to the Officer-of-the-Coppers, putting the switch to Rabbit Stew and report, "All men requiring postal orders to muster at the Paymaster's office".

The Loading Numbers will then bring the eggs along in a wheelbarrow, dump them on the hob and tape them off according to seniority. No. 5 will seize a hammer and test them for percussion. No. 1 will then take the Senior Egg and test it for backlash, crack the shell and try to insert it in the pan without breaking it.

THIS SHOULD BE IMPOSSIBLE

LETTER TO THE EDITOR

Dear Sir:

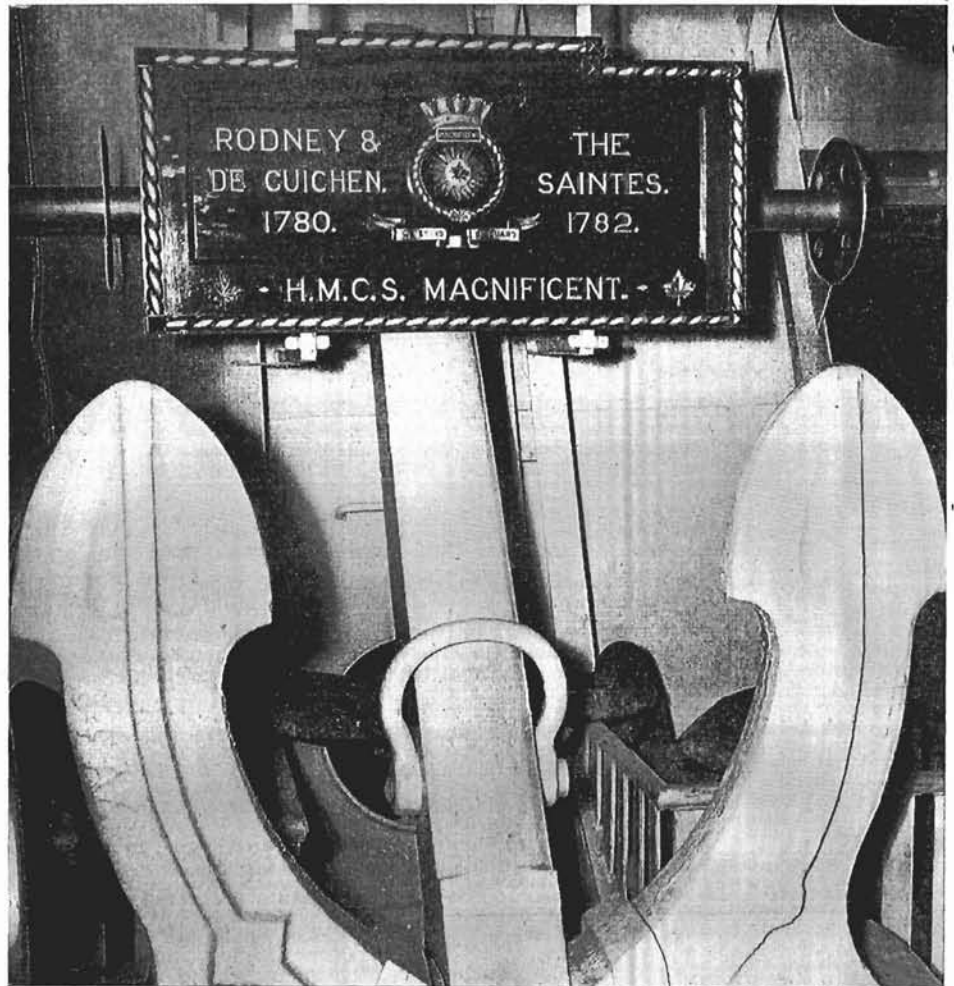
I desire to reach the many officers and men still in the Royal Canadian Navy who served in the Uganda during that wonderful commission, starting at Charleston on October 21, 1944, and closing at Esquimalt on August 10, 1945—nine months and 20 days round the world via Japanese waters.

With the assistance of former captains of the Uganda a brief log has been compiled and printed for the pleasure of officers and men who served under Captain Mainguy in a very happy ship.

I desire to inform each of them that if he will send a stamped and addressed envelope to me I will gladly send a free copy as long as the supply lasts. The envelope should be at least 6½ inches long and a four-cent stamp used.

Major F. V. Longstaff,
50 King George Terrace,
Victoria, B.C.

AN ILLUSTRIOUS ANCESTOR



Battle honors displayed on the quarterdeck of HMCS Magnificent have aroused considerable curiosity among the many persons who have visited the ship. The story behind the plaque appeared in the carrier's publication, *The "Maginews,"* and is printed below:

These battle honors on the quarterdeck show that the first HMS Magnificent took part in two major actions at a time when Britain was fighting against the French, Spanish, Dutch and Americans.

The first Magnificent was a 74-gun ship-of-the-line, carrying a crew of 600 and having a displacement of about 1,800 tons. She was built in about 1770 and cost \$100,000 when equipped and ready for sea.

In December 1779 the Magnificent, with three other 74s, captured the 32-gun French frigates *Fortunee* and *Blanche*, and the 28-gun *Elise*, in the West Indies.

RODNEY & DE GUICHEN, 1780
In April 1780, the British West Indies Fleet of 20 ships-of-the-line

(which included the *Magnificent*), under Admiral Rodney, had a series of engagements with the 22-ship French fleet under a very able commander, Admiral De Guichen. The French set out to attack several British possessions in the West Indies, but, after a series of fierce engagements, failed.

THE SAINTES—1782

The *Magnificent* was in the British West Indies Fleet under Rodney and Hood. The fleet encountered a French convoy escort of 26 battleships under Admiral De Grasse, off the northern end of the island of Dominica.

In an engagement which lasted several days, five French ships, including De Grasse's flagship the *Ville de Paris* (110 guns), were taken. Failure to pursue the enemy closely prevented further captures.

On March 25, 1804, while serving with the Channel Fleet, HMS *Magnificent* was wrecked on the Black Rocks near Brest. This ended an active service career of some 30 years.

LOWER DECK PROMOTIONS

Following is a further list of promotions 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

ACKERMAN, William E.....	C2CK3
ANDERS, George L.....	C1AW3
ASH, Maurice.....	LSCR1
ATKINS, Edouard J.....	LSRW3
BARRETT, Robert K.....	LSSM1
BARRY, William S.....	P1SW2
BATES, Alan W.....	LSRN3
BAYLEY, Allan F.....	LSCK1
BENWELL, George D.....	LSRD3
BEVAND, Leslie G.....	LSRS3
BISHOP, Lawrence B.....	C1SH4
BOISSEAU, Pierre J.....	LSRD3
BONSANT, Joseph R.....	LSPW2
BOURASSA, Raymond M.....	LVS1
BOURQUE, Donald J.....	LSCK1
BRANDES, Ole R.....	LSBD2
BROOKES, William R.....	P2BD3
BROWN, Lorne I.....	LSCV1
BURROUGHSFORD, Bruce L.....	P1LA2
COLDWELL, William T.....	LSSM1
CAMPBELL, Robin A.....	LSSM1
CARLYON, Henry R.....	LSLR1
CAVAN, John W.....	LSEG3
CLARKSON, Henry L.....	LNS1
CUNNINGHAM, James J.....	LSCK2
D'ACEY, Edward J.....	LSPW1
DANIS, Garry J.....	LSBD2
DAWSON, Donald F.....	LVS1
DENT, Donald H.....	LSSM1
DIONNE, Frederick J.....	LSSW1
DIXON, James W.....	LNS1
DOBSON, John R.....	LSAW1
DODSWORTH, William B.....	C1SM3
DONCASTER, Glenn M.....	P2CK2
DONKIN, Charles F.....	LSEG3
FALLAHAY, Ronald J.....	LSRN3
FASCIANO, Frank.....	LSCK1
FITZGERALD, Ernest.....	LSPW1
FORTIN, Emilien J.....	P1MA2
FOURNIER, Gerard J.....	LSSW1
GANNON, Thomas M.....	LSSW1
GODDARD, Robert S.....	P2SM2
GOULDIE, Gordon C.....	P2SM2
GRAHAM, Allasteir P.....	C1SH4
GREEN, John H.....	LVS1
GRIFFITHS, Robert G.....	LSSM1
HALLE, Jacques J.....	LSSM1
HENAULT, Roland J.....	LSSW1
HILES, Melvin A.....	P2SM2
HOLDEN, Angus.....	P2SM2
HUGHES, John.....	C1NS3
HUMMEL, Ramon E.....	LSCK1
JONAS, Roland H.....	LSRW3
JONES, Stanley H.....	LSSM1
JONES, Thomas.....	LSSM1
JORDAN, Maurice O.....	LSEG3
KASBRICK, Theodore.....	LVS1
KATZER, Robert A.....	P2VS2
KEELER, Anthony P.....	LSRS3
KILBURN, Jack E.....	LSRN3
KING, Eric T.....	LSRS3
KOLESAR, Leslie V.....	P1SM2
LABUTE, Kenneth J.....	LSAO1
LANGTON, James T.....	LSSM1
LAY, Chester F.....	P1VS3
LEGIER, Eugene G.....	LVS1
LEGRAND, Donald L.....	LSRN3
LIZOTTE, Rosaire J.....	LSSW1
LOVE, David D.....	LSCK1
McGORAN, James P.....	LSSW1
McLEOD, James G.....	LSCK1
McRAE, Allan R.....	LSEG3
MacDONALD, Elwood J.....	C2TA4
MARTELLE, Joseph C.....	LSSM1
MONAGHAN, Richard E.....	LSRS3
MORGAN, Kenneth N.....	P2SM2
MOSHER, Wilson W.....	LSCK1
MOSLIN, Edward S.....	P1SW2
MURPHY, Barry J.....	LSCV1
NICHOLLS, Boyd M.....	C2SM3
PARE, Edward J.....	LSRW3
PARIS, Arthur T.....	LSBD2
PARK, John W.....	LSBD2
PATTISON, Lorne C.....	P2VS2
PECK, Ralph V.....	LSBD2
PHILLIPS, Edward C.....	LSSM1
POIRIER, Joseph E.....	LSSM1
POITRAS, Everett J.....	LSMA1
POTTER, John J.....	P2SW2
PROCEVIAT, Wilfred G.....	LSSM1
RAINES, William F.....	C2SH4
REDLIN, James F.....	LSSM1
RELES, Vincent W.....	LSSM1
RIOUX, Ernest.....	LSRW3
ROGERS, Thomas S.....	LSEF3
SCHILBERG, William.....	LNS1
SCHWARTZ, Donald H.....	LSSM1
SCOTT, Charles T.....	LSSM1
SHERBER, John J.....	LSSW1
SINCLAIR, Thomas E.....	LSEF3
SINCLAIR, William P.....	LSSM1
SMITH, Peter L.....	LVS1
SPELLER, Frank E.....	LSSM1
STAMPE, Danny H.....	LSEG3
STINSON, Douglas R.....	LSSW1
STOBBS, Thomas W.....	LSSW1
SYMCHYCH, Joe J.....	LSBD2
THOMPSON, Russell I.....	LSSW1
TIMMS, James E.....	LVS1
TYLER, William H.....	LSSW1
WATTS, Keith M.....	LSEF3
WILSON, Lewis E.....	LSSW1
WOODS, Eugene H.....	LSEF3
WRIGHT, Frederick F.....	C1SH4
YOUNG, Herbert G.....	C2SW3

RCN(R)

AULT, S.....	C2SM3
BAKER, K. H.....	P1QMS
BROTHERS, J. J.....	C2CV3
BROWN, J. A.....	C1QR1
CARTER, L. A.....	C2MM3
CLEWS, W. H.....	C2CV3
CONLEY, P. R.....	P2LRS
COTE, G. F.....	LSQR1
DOBBIE, A.....	C1PB3
DUNSMORE, R. T.....	LSAAS
FARRELL, R. H.....	P2LRS
GLASGOW, J. M.....	C1CK3
HAZZARD, H. O.....	LSCR1
HICKS, C. G.....	LSBD2

IRWIN, W. B.....	P1CV3
KNIGHTON, C. W.....	LSSM1
LITTLE, A. G.....	LSBD1
MacMILLAN, R. A.....	C2SM3
MATHESON, G. W.....	LSAW2
MUNRO, G. I.....	LSQR1
NORMAN, H. E.....	C2MM3
RICHARDSON, R. W.....	C2QMS
WEINSTEIN, H. I.....	LNS1
WOCKS, J. R.....	C1CR3

TV AUDIENCES SEE NAVAL EPIC

Television audiences in the Toronto and Montreal areas are being treated by the CBC each Sunday and Monday night, respectively, to a massive documentary series of Allied naval actions in the Second World War. "Victory At Sea" is a 13-hour film produced by NBC-RCA Victor in co-operation with the USN, the Royal Navy, the RCN and other Allied naval powers. Also in its sequences are thousands of feet of film showing the war at sea from the eyes of the Germans, Italians and Japanese.

Divided into 26 individual presentations, "Victory At Sea" takes its viewers from the Battle of the Atlantic to the Far East and includes action in the Mediterranean, the attack on Pearl Harbor, the Battle of Midway and other notable engagements. Nearly 60,000,000 feet of film were screened during the production of the series—a task that would take one man three years of continuous sitting beside a 16mm motion picture projector. The musical score for "Victory At Sea" was written by Richard Rodgers of "Oklahoma!" fame.

The Canadian Broadcasting Corporation commenced televising the program in late December 1952. The 26-week series is currently being shown on BBC television in the United Kingdom and NBC-TV in the United States.

Two Canadian naval officers have been introducing "Victory At Sea" to the CBC audiences, Lieut. J. F. Howard, RCN(R), from HMCS York, Toronto, and Commander Marcel Jette, RCN, Commanding Officer, HMCS D'Iberville, Quebec.

MM DAY RAISES \$\$ FOR MUSEUM

The signs posted in the Chief and Petty Officers' mess and in the Wardroom at HMCS Stadacona in January were puzzlers.

"Watch for MM Day!" they said.

"MM Day is January 15 in the Wardroom and January 16 in the Chief and Petty Officers' Mess," advised the Commodore's Daily Orders. "Watch for it."

For almost a week personnel went about the establishment asking, "What is MM Day?"

On January 15 they found out. MM Day was Maritime Museum Day. In the Wardroom was a big blue can, and on the walls were posters. Some of the posters warned, "Beware! Many a fine uniform is ruined by B.Q. (Bulging Quids). Remove those unsightly lumps from your pockets today. Give to the Maritime Museum Fund. Put your contributions in the big blue can."

Another poster advised that "Only a piker would pick up his change. Put it in the big blue can."

MM Day in the Wardroom netted a total of \$32.50 for the Maritime Museum.



An engraved baton was presented recently to HMCS York by the Pre-War RCNVR Club of Toronto, with Mr. Tim O'Leary, president of the club, making the formal presentation to Captain R. I. Hendy, commanding officer of the Toronto division, at evening quarters. The baton commemorates "our Mess Mates who passed on" and serves, additionally, as a token of the good will existing between the more than 200 members of the club and the successor to Toronto's pre-war RCNVR division.

Page thirty

In the Chief and Petty Officers' mess the total proceeds from the day's campaign came to \$50.

The contributions will be used to buy showcases and labels to display items, to restore slightly damaged models and paintings and to insure models on loan to the Museum from firms and private individuals.

Commodore H. F. Pullen, Commodore RCN Barracks, Halifax, who is chairman of the Maritime Museum Board, instigated the idea for MM Day just before leaving for a conference in the United Kingdom.

The ship's company at Stadacona was not included in the MM Day drive for funds since the men already had voted \$200 out of their canteen funds to the Museum.

L. R. HOAR PRESIDENT OF EDMONTON NOAC

Lyle R. Hoar was elected president of the Edmonton branch, Naval Officers' Associations of Canada, at the annual meeting in January. Harold Homan was chosen vice-president and Ralph Loder, secretary-treasurer.

Members of the executive committee are Brian Ellis, William Sinclair, Frank Marr, Jack Buie, Stanley Turner, Douglas Ford, Dr. Kenneth Thompson, Al Brown and past presidents E. P. Shaver, John Corbett, Eric McCuaig, R. M. Edwards and Dennis Pearce.

Plans for 1953 include encouraging interest among all former naval officers in the Edmonton area.

The Navigator

by S. O. G.

Back in 1941, an edition of the magazine "Canadian Powerboating" published a letter from a RCNVR officer, recently graduated from the Officers' Training Establishment at Halifax, thanking the editor for some articles on navigation which the magazine had carried. The writer went on to state that such articles were of inestimable value to "we young navigators."

The officer's contemporaries came upon and were much amused by the letter and, a short while thereafter, presented him with a tastefully faked diploma from the Weems School of Navigation.

The following year he was presented with a poem, as further attestation to his navigational prowess. The incident related in the poem actually occurred.

O, this is a tale not often told
Of an ML officer, brave and bold,
Who roamed the seas (both meek and mild
And sometimes, even very wild).
At navigation he was clever;
Its problems did him bother? Never!
So hark ye, as I tell his tale,
As he told it himself, o'er a mug of ale.

"One day I stood upon my bridge,
My mighty brow a furrowed ridge,
A-pondering of this and that
And wondering where I was at.
Now what's my course from A to B?
Is it Sou' 'Sou' West, or Nor' 'Nor' E?
And if it's neither, then I'm lost,
(And that would be a frightful frost)

Now, let me see; where was I last?
When did I sight that radio mast?
Those lights in transit, where were they?
And was it night, or was it day?

And where, exactly, was I when
I started thinking of Big Ben?
And wondering if this ship of mine
Was running true to Greenwich Time?

But suddenly, to quell my fear,
A lighthouse hove in view, quite clear.
My mind, completely now at rest,
Responded quickly to the test.
'Out sea-boat, lads!' I gaily cried,
And to the shore I soon was hied
To interview the lighthouse-keeper
(And if he had a daughter, seek 'er.)

At first, I was not gladly met;
This man, to whom I was in debt
Mistook me for a Nazi spy
And almost with his gun let fly!
But I convinced him soon, thank Heav'ns,
That I was but at six and sev'ns.
So then he opened up an Atlas
And pointed out my present status.

I thanked him, then, and shook his hand
And said: 'I should strike up the band,
For you have saved my reputation
As being a Master of Navigation.
For, were it known to all and sundry
That I don't know Chaleur from Fundy,
A laughing-stock I'd soon become!
(More propaganda for the Hun.)

So, once again, I put to sea
With all my faith renewed in me;
And soon I had my courses laid
And all my preparations made
To sail the ocean's mighty wave—
The only life for the free and brave!
And that's the tale of 'we young
navigator,
Albert B. Queems, your humble narrator."

It's Really Not So Bad

by E.P.E.

"Come in, Petty Officer Pushbutton. Close the door—sit down please."

These may be the opening remarks of your Divisional Officer, when he calls you in to break the news that you are selected for the next Leadership Course at Cornwallis. Sounds a little ominous, doesn't it? Almost as if you had fallen down on the job and were going to be given the treatment.

If you are an average Chief Petty Officer or senior Petty Officer First Class, you probably came into the Navy during the war, received two weeks' parade training and were sent off to the Fleet to practise your trade — and you have been practising it ever since. You know your trade well and get the job done, you "keep your nose clean" and you watch your roster position with a certain amount of interest. Why, then, should you be sent to this Leadership Course, which at first glance gives the impression of being a waste of time, and perhaps beneath your dignity? What is this so-and-so Leadership Course?

Now in its fourth year, the Leadership Course was started with the main idea of raising the standard of Chief and Petty Officers of all branches in the Fleet, and to give some formal assistance in getting a better assessment on the half-yearly S.507. Eight hundred men have completed the course to date.

If you read QRCN 14.09 you will find it states, "The capacity to command subordinates shall be regarded as the primary qualification for promotion to the rank of Petty Officer." That means that you are not advanced substantively because of your trade. When your Divisional Officer recommends an assessment for you on your S.507, he is not only guided by your ability professionally, but also by such things as your loyalty, sense of duty, leadership ability, appearance, manners, tact, moral standards, energy, powers of expression and self-confidence.

A very important point to remember is that your Divisional Officer, when assessing you on an S.507, is assessing you for what sort of a job he thinks you would do in the higher rate — for example, if you are a Petty Officer First Class, you are assessed as to what sort of job you would do as a

Chief Petty Officer Second Class — not for the job you are doing at the moment, although of course, that has a very strong bearing on the subject.

Let us consider the last characteristic mentioned above — self-confidence. Do you ever feel inadequate for a job you might be called upon to do outside of your professional field — taking divisions, instructing, conducting a BCA discussion, handling parties of men outside your own part ship? We all have that feeling of inadequacy at some time or another. Those of us who have been working in a workshop or completely by ourselves, and have never been required to take charge of our shipmates, are more prone to want to stay below, rather than get out in front and lead. If a boatload full of liberty men pulls alongside the port side of the quarter-deck, and the gangway staff are all on the starboard side seeing the captain ashore, do you help the coxswain if he is having trouble keeping order in the boat, or do you slope off to your workshop or office, saying to yourself, "not my part of ship"?

A shipwright, for example, who spends a good deal of his time operating a lathe and couldn't "lead a horse to water" in action, nevertheless

might be required to lead and direct a large damage control party, made up of men from all branches. The Leadership Course is designed to prepare him to carry out such duties, and must, therefore, be to his benefit and to that of the Service as a whole.

Now let's go back to Petty Officer Pushbutton. You come out of your Divisional Officer's cabin, and of course your messmates have heard that you're on your way to Cornwallis before you even get back to your mess. Some have done the course, some have just heard stories, but no matter who they are, they let you have it — both barrels. Good-natured ribbing for the most part, but after you've heard about daily inspections (you mean to say you have only one suit?), the PT (that waistline should look good in gym shorts) . . . "Gym shorts! — haven't had any of those for eight years!" Then somebody mentions Battalion drill. "What! — me take charge of a company? — haven't taken charge of a rifle for eight years, let alone 90 men, all with rifles. Anyway, I'm a cook, and I joined the Navy to cook, not to play silly — — —. Instructional technique! . . . what's that? Did somebody say obstacle course? — what's that got to do with me leading? In fact, I'm not so sure I want to do this course — in fact, I'm positive I don't want to do this course.

"Where are those request forms?!!"

Your Divisional Officer should have explained that the course, in requiring you to do things you haven't done in years, if ever, helps you become more self-confident, and that this, together with the course of instruction, fits you more readily for promotion. It's something like going into a cold shower. It is not so bad as you thought it was going to be, once you are in it.

At Cornwallis, leadership is taught, insofar as possible, by example, with the emphasis on constructive criticism. You are taught to understand your duties and responsibilities as a Petty Officer, and you are given guidance as to how you can improve your qualities of leadership.

Volunteer to help yourself and show your worth, and, in so doing, raise the Navy's standard . . . and don't believe more than half the terrible stories that you hear!



The emblem of the Leadership Course.

Weddings

Able Seaman James Backwell, HMCS Nootka, to Miss Catherine Campbell, of Main a Dieu, N.S.

Sub-Lieutenant Alexander Bajkov, HMCS Discovery, to Miss Iris E. Gilhen, of Sydney, N.S.

Able Seaman R. J. Borland, HMCS La Hullose, to Miss Jean Gerrior, of Charles-cove, N.S.

Able Seaman Donald Bowen, HMCS Ontario, to Miss Cecilia McCreadie, of Victoria.

Able Seaman J. M. Brown, HMCS Cornwallis, to Miss Thelma Shaw, of Annapolis Royal, N.S.

Leading Seaman Bernard P. Callebert, HMCS Nootka, to Miss Loretta Hiltz, of Halifax.

Sub-Lieutenant (MN) Catherine E. Grimes, HMCS Naden, to Mr. David Maclean, of Harrison Hot Springs, B.C.

Sub-Lieutenant James Malcolm Cumming, Royal Naval College, Greenwich, to Miss Barbara Harper, of Neadaich, Newtonmore, Scotland.

Able Seaman George Day, HMCS Huron, to Miss Marlene Davis, of Fairview, N.S.

Leading Seaman Ronald Estes, Coverdale Naval Radio Station, to Wren Thelma Sharples, also of Coverdale.

Ordinary Seaman John Forgie, HMCS Naden, to Miss Sheila Collings, of Victoria.

Ordinary Seaman John E. Hamilton, HMCS Naden, to Miss Martha J. Lennox, of Regina.

Able Seaman Thomas Heddington, HMCS La Hullose, to Miss Shirley Cooke, of Bridgetown, N.S.

Leading Seaman Harold Holloway, HMCS Huron, to Miss Jean Drystead, of Halifax.

Petty Officer Ivan Kaiser, HMCS Huron, to Miss Margaret Walsh, of St. John's, Nfld.

Able Seaman Kenneth Kennedy, Gloucester Naval Radio Station, to Miss Helen Brown, of Ottawa.

Leading Seaman Kenneth G. MacDonald, HMCS Portage, to Miss Doris Gillard, of Twillingate, Nfld.

Midshipman John A. McKenzie, HMCS Ontario, to Miss Margaret Farquharson, of Victoria.

Able Seaman Stephen Matthews, HMCS Huron, to Miss Joan Samson, of Halifax and Montreal.

Lieut. (L) Clifford Owers, Naval Headquarters, to Miss Annie Abboud, of Ottawa.

Leading Seaman Jack Parks, HMCS Magnificent, to Miss Thelma Byrne, of Toronto.

Leading Seaman John Rogers, HMCS Cornwallis, to Miss Margaret Troop, of Granville Ferry, N.S.

Ordinary Seaman William G. Scott, Gloucester Naval Radio Station, to Miss Betty Hayes, of Ottawa.

Able Seaman Robert Taylor, HMCS Ontario, to Miss Margaret Grice, of Victoria.

Leading Seaman Robert Tevendale, Coverdale Naval Radio Station, to Wren Beverley Banister, of HMCS Cornwallis.

Ordinary Seaman D. F. Theriault, HMCS Cornwallis, to Miss Georgette Labelle, of Cornwall, Ont.

Able Seaman Glen Young, HMCS Ontario, to Miss Jean C. Robinson, of Victoria.

Ordinary Seaman Robert L. Woodward, HMCS Shearwater, to Miss Misener, of Dundas, Ont.

Births

To Lieutenant H. J. Andrews, HMCS Haida, and Mrs. Andrews, a son.

To Lieutenant D. W. Atkinson, HMCS La Hullose, and Mrs. Atkinson, a son.

To Leading Seaman B. W. Banks, Coverdale Naval Radio Station, and Mrs. Banks, a daughter.

To Petty Officer James Blyth, HMCS Discovery, and Mrs. Blyth, a daughter.

To Sub-Lieutenant (E) J. A. Boothe, HMCS Hunter, and Mrs. Boothe, a daughter.

To Able Seaman R. W. Brown, HMCS Stadacona, and Mrs. Brown, a daughter.

To Petty Officer George Coghill, HMCS Naden, and Mrs. Coghill, a son.

To Petty Officer G. O. Cooper, Coverdale Naval Radio Station, and Mrs. Cooper, a son.

To Ordnance Lieutenant-Commander George D. Cook, Naval Headquarters, and Mrs. Cook, a daughter.

To Able Seaman N. G. Dodd, Coverdale Naval Radio Station, and Mrs. Dodd, a son.

To Commissioned Gunner (TAS) Richard Dorken, HMCS Crusader, and Mrs. Dorken, a son.

To Leading Seaman Alexander Doull, HMC ML-124, and Mrs. Doull, a son.

To Chief Petty Officer J. B. Doyle, HMCS Cornwallis, and Mrs. Doyle, a son.

To Petty Officer A. Howe, HMCS Magnificent, and Mrs. Howe, a daughter.

To Petty Officer Douglas Howes, Naval Headquarters, and Mrs. Howes, a daughter.

To Leading Seaman N. R. Lamoie, Coverdale Naval Radio Station, Coverdale, and Mrs. Lamoie, a daughter.

To Commissioned Ordnance Officer H. K. Maclean, HMCS Naden, and Mrs. Maclean, twin daughters.

To Commander (L) H. D. McCormick, HMCS Naden, and Mrs. McCormick, a son.

To Able Seaman Laverne McLeod, HMCS Huron, and Mrs. McLeod, a daughter.

To Lieutenant-Commander (S) A. C. Penley, HMCS Discovery, and Mrs. Penley, a daughter.

To Able Seaman Patrick Power, HMCS Huron, and Mrs. Power, a son.

To Ordinary Seaman B. A. Shaw, HMCS La Hullose, and Mrs. Shaw, a son.

To Lieutenant-Commander Jack Sutherland, Naval Headquarters, and Mrs. Sutherland, a daughter.

To Leading Seaman Julian Verscheure, HMCS Naden, and Mrs. Verscheure, a daughter.

To Petty Officer J. R. Westell, Naval Radio Station Coverdale, and Mrs. Westell, a son.

To CPO Richard Williams, HMCS Naden, and Mrs. Williams, a daughter.

To Petty Officer Kenneth Wilson, HMCS Athabaskan, and Mrs. Wilson, a son.



Shown above is a Safe Flying Trophy which will be presented annually to the naval air squadron contributing most to air safety during the year. The plaque has been donated by the Supply Officers of the RCN. (DNS-9678).

GLOUCESTER GETS 'NEW LOOK'

Gloucester Naval Radio Station has undergone a thorough renovation during the past few months, with the accommodation building, in particular, showing many changes and improvements.

Dormitories, messdeck and recreation space have been painted and refurnished to a high standard of smartness and comfort.

Twelve new housing units were allotted to men and their dependents the week before Christmas. The units are in duplex houses forming a crescent behind the 12 units built a few years ago.

They range in size from two to four bedrooms, and each is equipped with automatic oil heat, hot water supply and electrical kitchen equipment. Laundry room, kitchen and bathroom are tiled and the other rooms have hardwood floors.

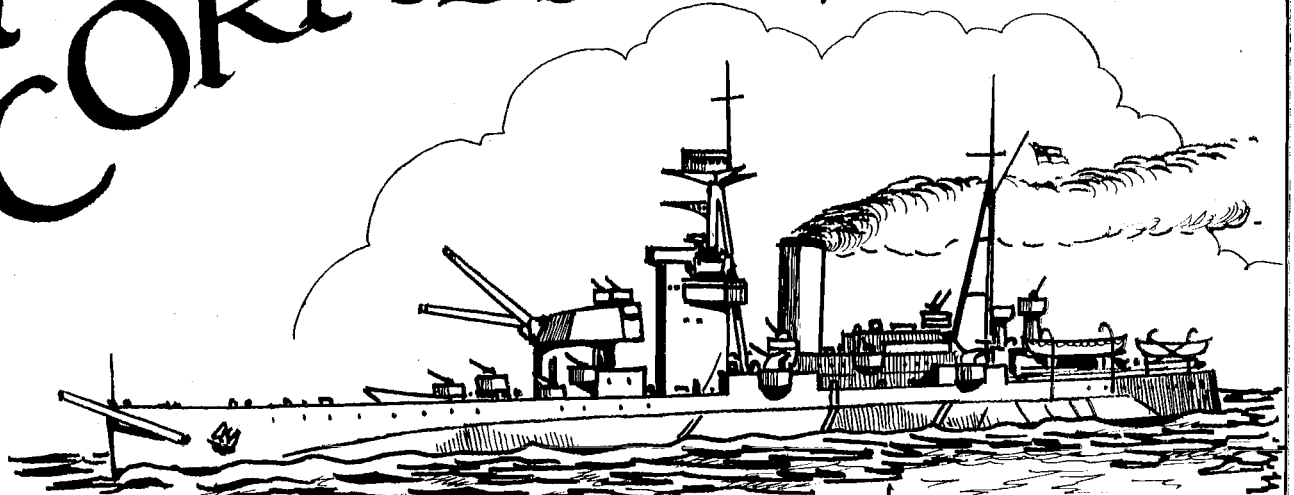
The annual children's party, held in the men's recreation space, brought out 30 children and their mothers. The party was organized and supervised by CPO E. R. Penny, with the ship's fund taking care of the bills. Contributing to the entertainment were Ordinary Seamen R. B. Homuth, P. A. Bordato and R. M. Hiltz.

Station personnel have said bon voyage to CPO "Stu" Clarke, who has left for a course at HMCS Stadacona. — R.H.W.

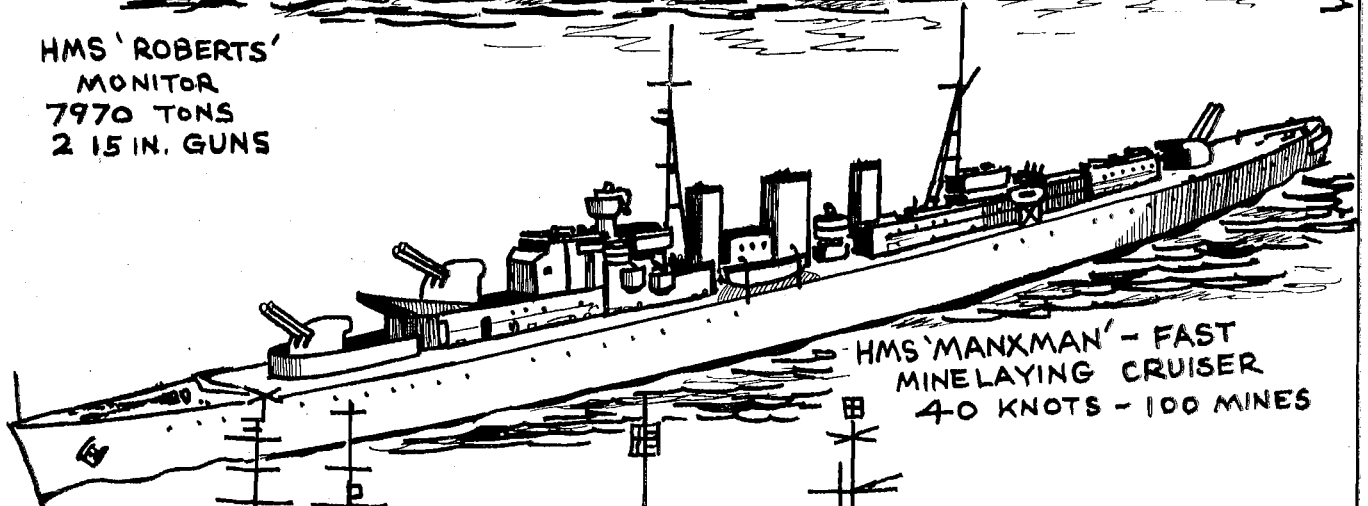
NAVAL LORE CORNER

NO. 10

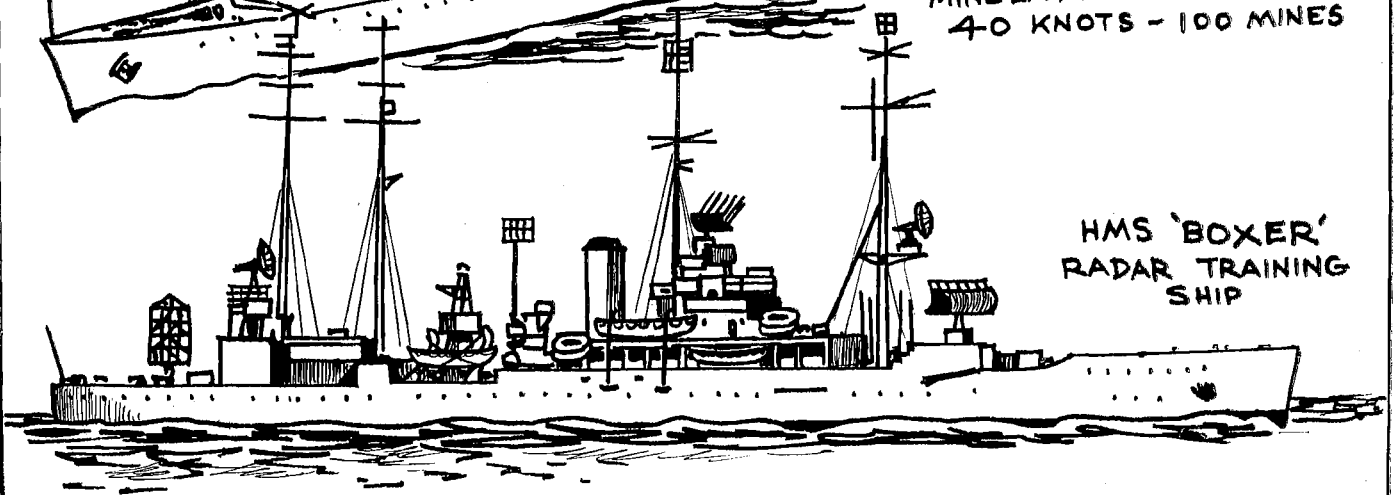
'LITTLE KNOWN' SHIPS
of THE ROYAL NAVY



HMS 'ROBERTS'
MONITOR
7970 TONS
2 15 IN. GUNS



HMS 'MANXMAN' - FAST
MINELAYING CRUISER
40 KNOTS - 100 MINES



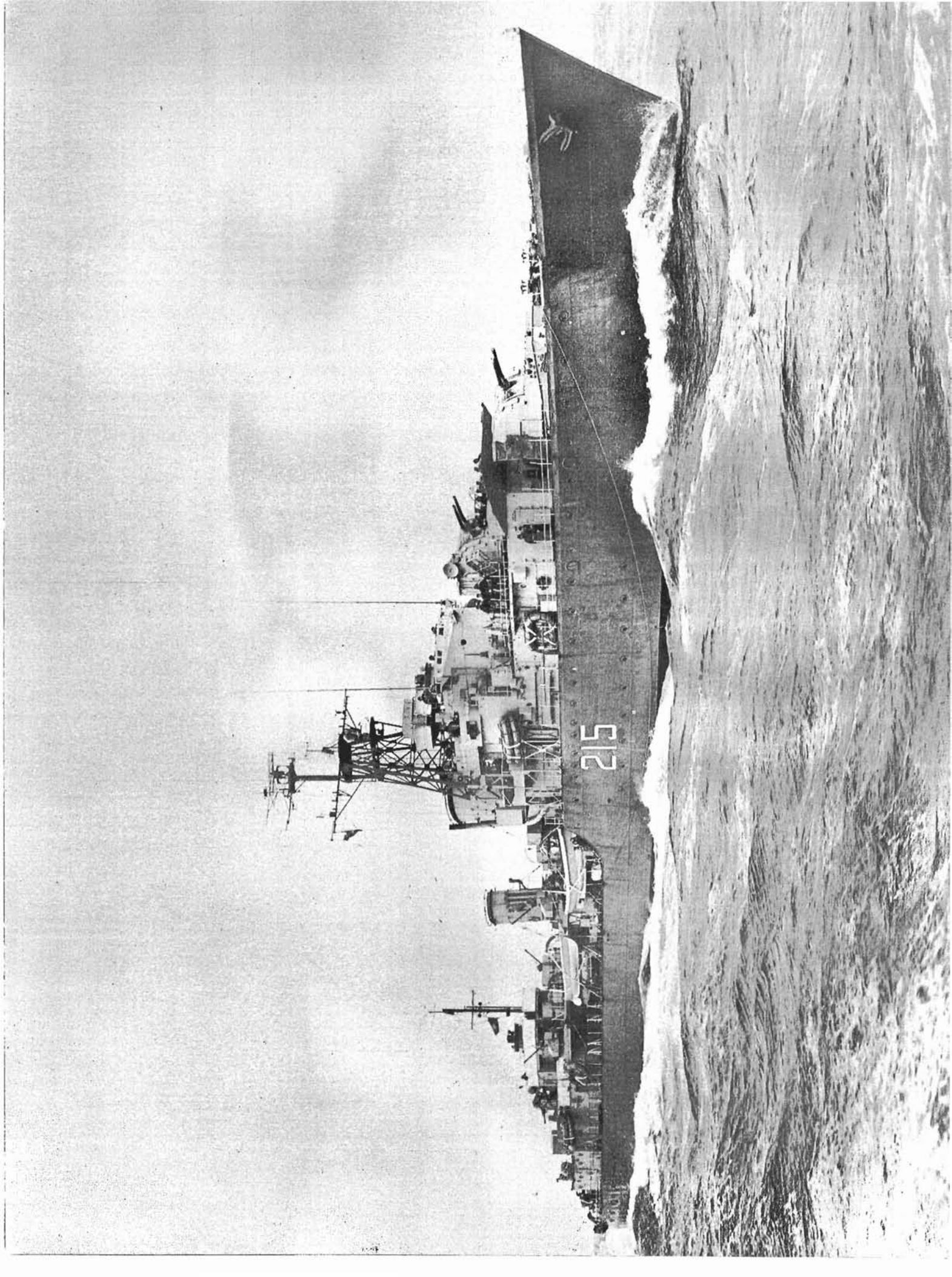
HMS 'BOXER'
RADAR TRAINING
SHIP

J.M. THORNTON



The CROWSNEST





The CROWSNEST

Vol. 5 No. 6

THE ROYAL CANADIAN NAVY'S MAGAZINE

APRIL, 1953

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Cover Photo—The Chief of the Naval Staff chats with CPO Chris Pepper, of Vancouver, Chief ERA of the watch, in the engine room of HMCS *Athabaskan*. Vice-Admiral Mainguy made complete tours of all three ships and talked informally with as many officers and men as possible during his visits on board the *Athabaskan*, *Haida* and *Crusader* while they were on operational patrols in Korean waters. (AN-208).

LADY OF THE MONTH

Two of the more striking destroyer pictures to grace the pages of *The Crowsnest* have been of the same ship—HMCS *Haida*. The first, which appeared in the June 1949 issue, was taken from HMCS *Magnificent* during the '49 spring cruise to the Caribbean. The second, on the opposite page, was taken from HMCS *Crusader* on a cold, grey day in January 1953, off the west coast of Korea.

There are a number of differences between the '53 *Haida* and the '49 model, the ship having completed a major refit and modernization last year prior to her going to the Far East for her first tour of Korean war duty. (CU-446).

IT IS customary for a publication, when changing its policy, shape or style, to herald the occasion with large, black type and a figurative fanfare of trumpets. Solemnly it announces that if perchance it had not reached a state of absolute perfection before, it certainly has done so now.

Such confidence is to be admired. Unfortunately, there is a proportion of readers who object to change, even though it may profess to bring a more enlightened outlook or a more aesthetic presentation.

It is with some diffidence, therefore, that *The Crowsnest* announces, quietly, that with this issue a considerable change has taken place in the process of its production, and that this inevitably will have an effect on the magazine's appearance. How much so we cannot say, for the shift in systems has been made, not by degrees, but all in one jump. There has been no past experience with this particular publication to indicate what we may expect.

We of course can hope that whatever changes manifest themselves when this issue comes off the press will be for the better and will meet with the approval of our readers. If this happy circumstance occurs, we shall consider ourselves doubly blessed, for it will mean we have succeeded in reducing costs without losing favour.

It isn't everyone who can put on a new spring outfit and at the same time chop \$\$ off his tailoring bill.

RCN News Review

Ships in Far East Praised by CNS

The impressions gained in a three-week visit to Canadian destroyers in the Korean war theatre were tersely summed up by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, during his stay on board HMCS *Crusader*.

"Man for man and ship for ship, we don't have to take second place to anyone."

The visit in the *Crusader* was the last of Admiral Mainguy's journey. He had previously viewed Korean operations from the decks of the *Athabaskan* and *Haida*.

Admiral Mainguy arrived in Tokyo on February 13 and went on board the *Athabaskan* the following day, the ship sailing for the Songjin area on the east coast of Korea.

The two-day passage saw the first of many informal meetings with the officers and men of the Canadian ships. From them he learned that, apart from

personal problems and the normal desire to be back home, the outstanding wish was for more home town news.

The *Athabaskan's* operations took her within 60 miles of the Russian border and the admiral saw the coastal rail line where the *Crusader* and the *Haida* had smashed a couple of trains. A few salvoes were fired into the nearby coastal gun positions which fired the shell that hit HMCS *Iroquois* last October.

Admiral Mainguy was on deck when the *Athabaskan* rescued the pilot of a U.S. Navy Panther jet, ditched about two miles ahead of the ship on February 18.

The same afternoon, Admiral Mainguy, his staff and the rescued pilot were transferred by jackstay to USS *Valley Forge* (carrier). After a visit on board and a briefing on naval aviation's role in the Korean war, he was flown off, with his staff, in a passenger-carrying Avenger and arrived at Seoul on February 20.

Flown up to the line after a night at Commonwealth quarters in Seoul, Admiral Mainguy visited the Commonwealth division and the 25th Canadian Infantry Brigade. He visited the camp of the Royal 22nd Regiment, the famous "Van Doos", and was impressed by the smartness and high morale of the Canadian soldiers. What he thought of the rugged, bleak Korean terrain in which they fight was something different.

Flown to Inchon, Admiral Mainguy boarded HMCS *Haida* on the night of the 20th and sailed early the next day for the Haeju estuary. The ship fuelled at sea and took up night station guarding a friendly island. Heavy ice prevented a Sunday shoot on enemy gun positions and the ship proceeded to join the carrier task force in the Yellow Sea. The *Haida* was relieved by the *Crusader* and the admiral and party transferred by helicopter to USS *Bataan*, where they watched two strikes of Corsairs fly off before moving, again by helicopter, to the *Crusader*.

The highlight of the visit to the *Crusader* was a bombardment of two gun emplacements and a troop concentration on the North Korean mainland. Aircraft reported four direct hits and the area well covered in this the only daylight bombardment during Admiral Mainguy's visit.

He was ashore on February 24 to meet west coast island defence units and sailed that afternoon in the *Crusader* for Sasebo, Japan. He conferred with RN and USN operational authorities and inspected shore facilities during his two-day visit in Sasebo.

A one-day visit to Kure to meet Canadian Army and Commonwealth naval authorities was followed by a visit to Tokyo where he met United Nations military and naval leaders.

Admiral Mainguy left Tokyo for Canada by air on March 5, visiting at the West Coast for five days before returning to Ottawa.

Naval Personnel Chosen For Coronation Contingent

Selection of the officers, men and women of the RCN and RCN(R) from across Canada who will take part in the Coronation procession was completed in March.



An honour guard was paraded for Vice-Admiral E. R. Mainguy when he visited United Nations Command Headquarters at Pershing Heights, in Tokyo, following his tour of the Canadian destroyers in the Far East. Here, Hon. Robert Mayhew, Canadian Ambassador to Japan; General Mark Clark, Commanding General of UN Forces, Far East, and Admiral Mainguy pass the colours. (Canadian Army Photo).

The portion of the Coronation contingent which will march in the procession was increased to 86—eight more than originally announced. The number of officers and men lining the route near Canada House remains the same at 43.

The naval component of the Canadian Armed Forces Coronation Contingent will consist of 82 members of the RCN and 47 of the RCN (Reserve). The former is made up of nine officers, including a lieutenant-commander (medical nurse), and 73 men, while the Reserve will provide five officers, including a lieutenant (W), 40 men and two Wrens.

The squadron, commanded by Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, who will fly his flag in HMCS *Quebec*, includes, in addition to the flagship, HMC Ships *Magnificent*, *Ontario*, *Sioux*, *La Hullose* and *Swansea*.

The *Sioux* sailed from Esquimalt March 27 to arrive in Halifax April 18. The *Ontario's* sailing date is April 6, with arrival at Halifax scheduled for April 27.

Athabaskan Rescues Flyer, Destroys Enemy Mine

Two incidents provided breaks in otherwise routine patrols carried out by HMCS *Athabaskan* off Korea.

One was the rescue of a US Navy flyer, who was forced to ditch his Panther jet; the other was the spotting and destruction of an enemy-laid mine.

The rescue of the USN pilot occurred during the visit of Vice-Admiral E. R. Mainguy.

Lieut. R. B. Statmatis, USNR, of San Francisco, flying from the USS *Philippine Sea*, had a power failure at 30,000 feet. His engine would not re-start and two other Panthers flew escort to him while he tried to find the task force. It was beyond his gliding range.

Luckily the American flyers spotted the *Athabaskan*. They swooped low and headed straight along the ship's course ahead of her. Lieut. Statmatis' jet had its wheels down and the watch knew what was coming.

The *Athabaskan* was up to 28 knots before the aircraft hit the water. When the destroyer drew abreast of the pilot, he was floating in a patch of yellow dye and the plane had sunk.

The ship's whaler was sent away in the heavy seas and the crew had the pilot safely on board in a matter of minutes. Given emergency first aid in the ship's sick bay, Lieut. Statmatis

Stadacona, Ships Give to Flood Relief

Halifax-based ships and establishments voluntarily contributed \$2,950 in February for relief in England, Belgium and Holland.

The fund was started by HMCS *Wallaceburg*, which donated \$50. *Stadacona's* wardroom came up with \$600 and the ship's company followed with a donation of \$2,000 from its fund. Another \$300 was raised in HMCS *Magnificent*.

The money is being turned over to the Canadian National European Flood Relief Committee.

was found to be numbed by the 40-degree sea water, but otherwise his injuries were slight.

The seaboat was manned by PO Andrew Gold, coxswain; AB Keith Hoban, Ord. Sea. Kevin McKinnon, AB Bob McDonnell, AB Don Boughton and Ord. Sea. John Dickson.

On a later patrol, AB William Aller was searching the moonlit waves with his binoculars when a dark, evil-looking hump on the surface of the sea came into view. He reported it to the OOW as it disappeared into the darkness.

The *Athabaskan* returned to the area on the next leg of her patrol. The watch had changed, but this time AB Edward Knipstrom sighted the object—and this time there was no doubt about it being a mine.

The mine was a poor target in the dark. Shore guns weren't far away and there was risk in using a searchlight. Captain J. C. Reed, commanding officer, decided to take it.

Held in the searchlight beam, the mine was sunk by combined fire from Bofors, Bren gun and rifle.

On the west coast of Korea, HMC Ships *Crusader* and *Haida* carried out patrols among the islands, where they still had to contend with ice fields, and performed carrier screening duties.

New Orleans Gives Quebec Warm Welcome

Too late for the famous Mardi Gras celebration, but in time for the magnolia blossoms, HMCS *Quebec* paid a five-day informal visit to New Orleans at the end of March.

The visit was particularly welcomed by the people of New Orleans, since they are observing this year the sesquicentennial of the Louisiana Purchase, and the founding of the city by d'Iberville gives them a close tie with early Canadian history.

Arranged for the *Quebec's* visit was an elaborate program of receptions, entertainment and sports.

The cruise of the *Quebec* to New Orleans followed a quick turn-around after the ship's first spring cruise of the year. Just four days after she arrived from the West Indies, she sailed out of Halifax again.

Her schedule called for a five-day visit to Tortola, Virgin Islands, followed by the call at New Orleans. The cruiser is due back at Halifax on April 8.

Two Modernized Bangors To Commission in Spring

Two Bangor minesweepers, the *Digby* and *Granby*, are scheduled to commission at Lunenburg, N.S., this spring. They are the first of the modernized Bangors to be brought into service.

With several other ships completing their annual refits, April will see a noticeable step-up in sea-going activity on the East Coast. Due to be carrying out post-refit trials are the *Magnificent*, *La Hullose*, *Swansea* and *Wallaceburg*.

Nearly 16,000 Now On Full-Time Duty

The total number of uniformed personnel on full-time duty with the Royal Canadian Navy rose to nearly 16,000 by the end of February.

The actual figure was 15,878, made up of 15,384 officers and men of the RCN plus 494 officers, Wren officers, men and Wrens of the RCN(R) serving on continuous naval duty.

The total strength of the RCN and RCN (Reserve) has now passed 22,000.

Benevolent Fund to Hold Annual Meeting April 13

The annual general meeting of the Canadian Naval Service Benevolent Trust Fund will be held on Monday, April 13, at 1400 in the Naval Board Room, "A" Building, National Defence Headquarters.

A large attendance of members and representatives from HMC ships and establishments is anticipated.

The following day at 1000, an informal meeting of RCN members and representatives will be held to consider questions and problems of particular concern to regular force personnel.

Fund officials have suggested that naval personnel wishing special points to be considered at these meetings get in touch with ships' representatives.

THE SAILOR and THE SCIENTIST

From an address by Dr. G. S. Field, Chief of Division "A", Defence Research Board, and Scientific Adviser to the Chief of the Naval Staff, to the annual meeting of the Technical Section, Canadian Shipbuilding and Repairing Association, in Montreal.

THE association of the sailor and the scientist is comparatively new to the Canadian Navy, for up until the Second World War the RCN had very little direct interest in science or scientific research. Its ships were essentially of Royal Navy origin and its equipment was obtained fully developed from the Admiralty. In this respect it was similar to a good many Canadian industrial companies which have operated in this country with equipment developed by the parent organization either in the United States or Great Britain.

But in 1940 the situation changed radically. It appeared that Great Britain might soon be subject to invasion and that a large part of her capacity for the building of ships and other equipment might be lost. Accordingly, the decision was made to undertake in Canada the production of certain key items of equipment.

One of these was the submarine detecting device known as the "Asdic". This equipment may be described as a

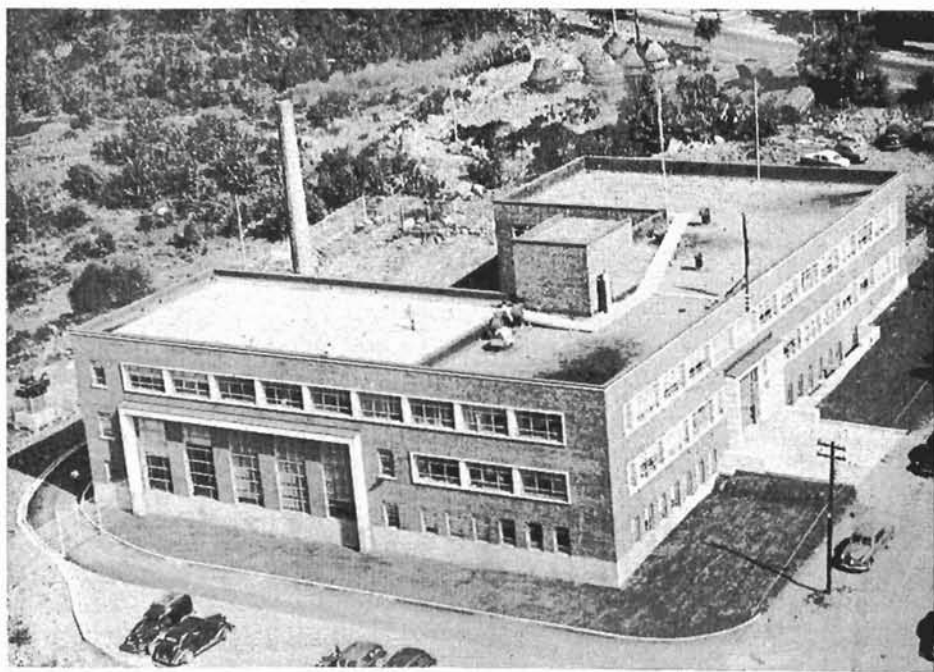
sort of under-water radar, where a beam of sound replaces the radio beam used in radar. The particular virtue of the Asdic is its ability to detect submarines when they are making very little noise, as compared with hydrophones, which depend entirely on listening for success. The manufacture of this apparatus required techniques which were not previously known in Canada, and presented a number of scientific and technical problems. There was, for example, the difficulty encountered with the most critical component of the Asdic, the quartz crystal used to convert high-frequency alternating electric current into short bursts of sound waves. Processing these crystals was a difficult operation and the National Research Council was called upon for assistance. The Optics Section worked out a method in October 1940, and early in 1941 production was begun. By May, more than 100 satisfactory discs had been produced and further manufacture was turned over the Department of Mines and Resources.

Another part of the Research Council, the Acoustics Laboratory, experimented with methods for rapidly checking the efficiency of the quartz and later in the same year invented a testing instrument which was rugged, fast and could be operated by a comparatively untrained person.

Other equipment which required production and installation in this country was the de-Gaussing gear which was developed in England to counter the magnetic mine. As you will remember, the magnetic mine was one of Hitler's secret weapons and was expected to play a large part in bringing about Great Britain's early surrender. A very effective counter to this mine was produced following the suggestion of a British scientist that the magnetic field of each ship could be reduced by a girdle of cable specially wound about the ship and carrying an appropriate electric current. A program was hurriedly instituted in Britain to fit all ships navigating in British waters with this cable and its accessory gear to enable them to pass safely over magnetic mines. Although Britain undertook to fit as many ships as she could in home ports, steps were also necessary to safeguard ships planning to proceed to British waters. Thus, Halifax was a logical haven in which to de-Gauss not only Canadian vessels but also ships of British and foreign registry bound for Britain.

The fitting of this equipment was a tailor-made job which had to be specially designed for each ship. The ship had first to be measured to determine its magnetic field, then the proper cabling was designed, measurements were again made, and finally the cabling was corrected to remove as much of the residual magnetism as possible.

In this program a considerable amount of scientific and technical assistance was required. At a very early stage the Commanding Officer Atlantic Coast asked the assistance of two Dalhousie professors, Dr. G. H. Henderson and Dr. J. H. L. Johnstone. These two scientists gave immediate assistance, using what equipment they could get



This aerial photo shows the new East Coast quarters of the Naval Research Establishment. The building is situated by the French Cable Wharf and has berthing facilities for the NRE's floating laboratories. Defence Minister Claxton officially opened the building last October. (DNS-9421).

together from their own resources, and then asked the National Research Council to back them up with its much larger facilities. Ship after ship was tested and fitted out with the anti-magnetic girdle, beginning with HMCS *Fleur de Lis* on March 21, 1940.

As ships arrived that were already fitted with de-Gaussing equipment, they were retested and calibrated, for the Nazi scientists were making their mines more and more ingenious, so that increasing care in de-Gaussing became necessary. From the time of the first measurements in Halifax in 1940 until V-J Day in 1945, nearly 4,000 ships were put over the "DG Range", as the calibration site was called, with the ships varying in size from minesweepers to battleships and including such large passenger vessels as the *Pasteur* and *Nieuw Amsterdam*.

As time went on the acoustic and other mines appeared, each requiring more and more scientific effort to keep their toll within bounds. Then on a day in September 1943, another weapon, the acoustic torpedo, struck the Canadian destroyer *St. Croix*, sinking her with a loss of 145 lives. The answer to this was the pipe noisemaker, originally proposed by a professor at Massachusetts Institute of Technology for minesweeping, developed into a practical device by the Halifax scientists and rapidly modified by them into a decoy. The decoy "foxed" the torpedo, so that it was attracted to the towed noise-maker and kept safely away from the somewhat less noisy ship's hull and propellers.

Taking an active part in the highly scientific naval war, the Halifax scientific and experimental group continued to be operated by the National Research Council until 1943. By that time, when it had grown to about 30 physicists and engineers, it appeared desirable for the RCN to put the group into uniform and to take over their administrative control. This was done and the group became known as the Naval Research Establishment. As such, it continued until the end of the war.

From the beginning, the war at sea had chiefly been an anti-submarine war. In 1941-42, as the submarine sinkings continued to mount, more and more scientific effort was devoted to ways of combatting the menace. As submarines began to appear in Canadian waters, for the first time we began to study seriously the physical content of those waters. Due to temperature conditions in the air, optical illusions such as the mirage occur. These illusions are due to temperature differences along the path which the light rays travel. In the

detection of submarines, sound beams are used, and it turns out that something like an underwater mirage is possible due to temperature changes in the water. Thus, a submarine may appear to be where it isn't, or may escape detection entirely because of some peculiar temperature condition.

The study of water conditions forms a branch of science known as oceanography. This is for the water what meteorology is for the atmosphere. We have become accustomed to the meteorologist and to have some idea of what he is trying to do. We are much less familiar with the oceanographer, although these scientists have been specialists in their subject for some little time. Before the war, there were only two such individuals professionally employed in Canada; one was located on the East Coast and one on the West, and both were in the employ of the Fisheries Research Board. As one would expect, the scientists concerned with fisheries had for some time realized the importance of temperature, salinity and other changes in the water medium on the distribution of fish, and thus an oceanographer was on the staff of the two marine biological stations located on the coasts.

When it was realized that in the anti-submarine field, too, there was a great need for the expert in the ocean medium, arrangements were made to enlist the support of the Canadian oceanographers. Ships and other facilities were made available to them and two separate research groups were established. One of these, at St. Andrews, N.B., became the Atlantic Oceanographic Group and the other one,

at Nanaimo, B.C., was called the Pacific Oceanographic Group. These have continued actively ever since.

At the end of the war, the organization of research for the Armed Forces was the subject of careful study. The National Research Council, which had taken such a large part in military research during the war, wanted to devote its efforts again to civilian needs, which it felt was its primary responsibility. Accordingly, a new organization was set up in the Department of National Defence. This became the Defence Research Board, headed by a Chairman, Dr. O. M. Solandt, and having on its board of directors the Chiefs of Staff, the head of the National Research Council, the Deputy Minister of National Defence and several members appointed from the universities and from industry. The various research and development establishments which had grown up during the war were shortly taken over by the Board; in particular, the Naval Research Establishment in Halifax was taken over from the Navy. Since then, another research establishment has been set up on the West Coast. This is the Pacific Naval Laboratory which is at the moment located in temporary buildings in the dockyard at Esquimalt, B.C. but which will eventually move into a new building at present under construction.

The two oceanographic groups are still in existence but now operate under the Joint Committee on Oceanography. This committee was established by the Royal Canadian Navy, the Fisheries Board and the National Research Council to take care of their combined interests in this particular field. It was believed that Canadian resources could be used most effectively if our somewhat limited resources were pooled, rather than if each organization continued to operate independently.

Not long after its organization, the Dominion Hydrographic Service became associated with the Joint Committee, and liaison has been maintained with the Meteorological Service. In setting up the committee, it was the intention of the contributing agencies that the working groups would undertake basic work on behalf of all the organizations. Some detailed application of the findings of the group to the work of the contributing agencies would be attempted but in general they would be presented with observed data and a specific application of that data would be in their own hands.

When these groups began work during the war, it was soon obvious that there were enormous stretches of our coastal waters about which we knew

True to Tradition

Then there is the story of the scientist, attached to one of the coastal laboratories engaged in naval research, who travelled to Ottawa to attend, and give a lecture at, a scientific conference.

His lecture involved the periodic use of slides, and he needed an assistant to switch the conference room lights on and off at the appropriate moments.

He picked on a gentleman sitting in an aisle seat in one of the rear rows. The gentleman said he would be delighted to help and listened attentively as the scientist gave him instructions as to when the light switches were to be worked.

A system of signals was arranged and everything went off perfectly.

A fellow-scientist asked the lecturer afterwards if he knew whom it was he had selected as an assistant.

"No, why?"

"Thought you didn't. That was Admiral Mainguy."

"Oh."

almost nothing. It was with some chagrin that we learned from German documents taken at the end of the war that the enemy in some respects was much better informed on our waters than we were. For the last few years, however, extensive oceanographic surveys have been conducted off both the Atlantic and Pacific coasts. We now know that there are very great temperature and salinity variations throughout the waters in which we operate. While a number of details remain to be filled in, we are in an immeasurably better position in this respect now than we were ten years ago. In addition to our surveys in temperate latitudes, we have

only the underwater threat which is likely to be dangerous.

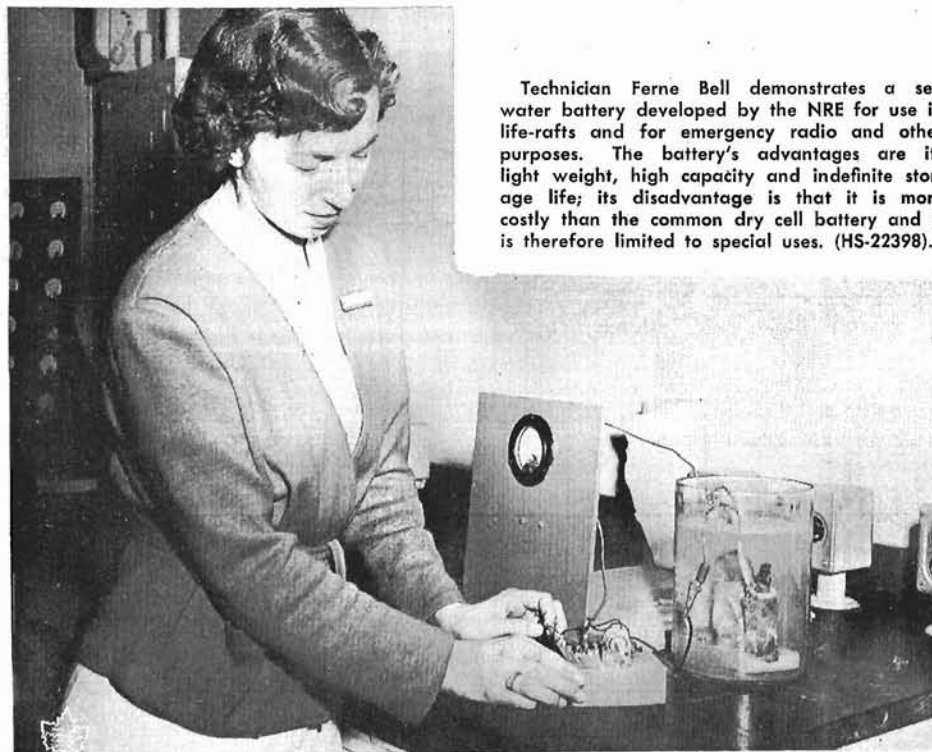
As you have no doubt read, at the close of the Second World War German submarine developments were progressing at such a rate that the underwater battle might easily have begun again to swing in their direction if the war had continued. Through the use of aircraft equipped with radar, striking both from carriers and from shore bases, the Allies had reduced submarine attacks to negligible proportions by the end of 1944, but two developments which the Germans had made might have completely changed the picture again. These developments were, first, the *Schnorkel*,

more information on the medium itself than we had in 1945, and we are learning now to overcome some of its drawbacks. We are developing methods of co-ordinating information from different devices and ways of applying that information rapidly to the control of weapons. It is a combined effort, with Great Britain and the United States as senior partners. But the Canadian contribution is growing in importance as our engineers and scientists become more experienced in this highly specialized field. It is a field which is of special interest to Canada, for the RCN is an anti-submarine navy.

In addition to the work on classified items, our two naval laboratories carry out research on items which are not classified. One program, for example, which has been very fruitful has to do with the prevention of corrosion in ships' hulls. For a great many years, it has been customary to attach a piece or pieces of zinc to the hull as a means of corrosion prevention. After the war, our scientists at NRE became interested in the efficiency of these zincs and decided to carry out some experiments. They found that although the zincs might do some good within a few days of installation, it would not be many days before they were of no value whatever. In order to be of use it was found that the zinc should corrode. As long as it corroded rapidly the ship's hull would be protected. Once the zinc stopped corroding, the hull started. It turns out that the corroding zinc soon surrounds itself with an insoluble layer which prevents its further corrosion. It is then of no further use.

The NRE scientists accordingly decided to try other metals and found that magnesium was very effective indeed. Tried out first on a naval minesweeper which was in reserve, it was found that a moderate amount of magnesium in the form of bars attached to the hull, usually on the keel, would completely prevent corrosion of the hull. This work was extended to include other naval vessels both in reserve and in commission. The results have been very gratifying and the work is still proceeding. It has been found that although magnesium electrodes are quite satisfactory, it is not the only possibility. For example, the same effect can be produced by impressing an electric current on a non-active electrode such as graphite or steel. Under certain circumstances, this is preferable to the use of magnesium.

(Dr. Field's address is being published in two sections. The second will appear in the May issue.)



Technician Ferne Bell demonstrates a sea water battery developed by the NRE for use in life-rafts and for emergency radio and other purposes. The battery's advantages are its light weight, high capacity and indefinite storage life; its disadvantage is that it is more costly than the common dry cell battery and it is therefore limited to special uses. (HS-22398).

had a ship in the Beaufort Sea to find out something about what the water is like in the Western Arctic, and we are also beginning to accumulate some information in the Eastern Arctic, that is, in Hudson Bay and the entrances to it.

To get back now to the Naval Research Establishment in Halifax, or NRE as it is more usually called. On what type of project are the people there now engaged? In the first place, they are still maintaining a strong interest in anti-submarine warfare. In any future war it appears likely that the major threat at sea would still come from the submarine. It is the submarine which has caused the major difficulty to us at sea in two world wars, and with the large strength in surface ships still on the side of our allies, it is

which consisted of a long breathing tube to enable the submarine to operate its diesels while submerged, and secondly, the Walther submarine, which was propelled by an engine which did not require oxygen from the atmosphere and hence could remain completely submerged for a considerable time.

These developments, plus improved torpedoes, make it necessary for anti-submarine forces to be much better equipped now than they were in 1945. Accordingly, research and development has continued in an effort to produce better equipment for detecting the submarine, and better ways of dealing with him once he is detected. It is a very difficult problem, for sea-water is a very poor medium in which to locate distant objects. But we now have much

HMCS FUTURE

by C. T.

A SHARP wind whipped up the waters of the Halifax harbour. It was cold, bitter cold, but in the thermo-controlled, atom-heated bridge of HMCS *Future*, Lieutenant-Commander Hiram Blott felt snug in his orlon uniform. He glanced at the button controls at his waist. A fig for the weather! Even if he should have to make his way on deck, one turn of a button and he would be as warm as he pleased. A flip of a second switch and the humidity control would take over . . . frost or sizzling sun, he would be comfortable. "It's a man's life," he mused and turned to see if Able Electrician Smithers was at his position.

HMCS *Future* was a fine ship. Blott had to agree to that. Compared with the old-time destroyer escorts, like the *St. Laurent* which he had served aboard way back in 1956, the *Future* was all that a fighting man could desire. Take the bridge, for instance. Blott loved the bridge. Not a single opening admitted the light of day or sight of the blue sky. The air Blott breathed as he stood by the electronic impulse lever to the starboard atomic engine was pure . . . as

pure as science could make it. Better than that, the oxygen was specially vitamin-reinforced.

Blott gazed about him. It was good to be alive. The *Future* was the finest ship in the Canadian Navy and he was her First Lieutenant. What more could a man want?

"Ready on No. Two?" Blott asked.

Able Electrician Smithers hunched over his television monitor. "Ready, sir," he replied.

"Take two," Blott ordered.

There was a whirring sound and on the screen of the television monitor the harbour scene forward of the *Future* came into sharp focus. "Stand by, three," Blott ordered.

"Take three!" Blott lit a cigarette from the flame of his uranium reactor lighter.

Another whirring mingled with the steady hum of the first monitor. On the screen of the second set the harbour abaft the *Future* showed with crystal clarity.

"Good," Blott breathed. Then, in crisper tone, "Stand by No. One."

Shearwater Haven For Crippled Plane

A timely and welcome haven was provided at HMCS *Shearwater* for a United States transport aircraft, carrying ailing U.S. Army personnel from Europe, when the C-118 made an emergency landing January 18 at the RCN Air Station.

The transport, flying from Germany to Westover, Mass., developed compass trouble when about 200 miles from Halifax. The control tower at *Shearwater* guided the big aircraft in, after it sent out distress signals about 6.45 a.m. Lieut. Fred Bradshaw, who was the operations officer at *Shearwater*, plotted the position of the aircraft, and AB James Maitland and Lieut. Arthur Tombs got the plane on a local wave length and guided it to the base.

The C-118 had only one more hour's gasoline. It carried a crew of ten, three flight technicians, two flight nurses and 50 patients, most of them bound for New York. The patients were looked after at the *Shearwater* hospital until another C-118 arrived from Westover to continue the interrupted journey.

The number one television monitor was placed above the other two, its three dimensional screen larger than the others. "Take one!"

Quickly, the sky above the *Future* appeared on the screen. To the north a few clouds showed frosty white in the cold air and a seagull flagged its chilly way . . . a helicopter came into focus, crossed the scene silently and disappeared.

"There goes the *Cosmic's* liberty boat," Smithers commented. "I wonder when we're going to get rid of all that old equipment?"

"You know the Navy," Blott answered.

The *Future's* bridge had become a busy place. Other officers and men had taken their places by the rows of scans, dials and buttons glowing in vast array about the bulkheads. The bridge pulsed with electronic power. Blott went from position to position, checking and re-checking. Finally he was satisfied. The electro-magnet suction cups holding the *Future* to the jetty were in the "single-up" position. Blott picked up a small microphone. "Ready for sea, sir," he said.

For a few moments there was silence. "The Old Man's coming up," someone whispered.

Commander (L) Walter Whimper entered the bridge. He looked confident, commanding, every inch a Sea Captain. "Press button 'A'!" he snapped.

Quietly, and with gathering speed, HMCS *Future* slid from the jetty into the ruffled waters of Halifax harbour.



In temperatures well below freezing, Admiralty scientists and volunteer officers and men tested the Royal Navy's latest type Arctic clothing during the Home Fleet's Arctic cruise. Here an Admiralty "boffin", Mr. Malcolm Compston, wearing an experimental suit, does the backstroke after plunging into the sea. (Photo courtesy the U.K. Information Office, Ottawa).

Mission of Mercy

by J. L. W.

HMCS Athabaskan Turned Her Resources To Saving South Korean Sailor's Life

ON BOARD HMCS ATHABASKAN— Personnel on board this destroyer turned their attention from Korean warfare recently to another kind of battle—an 18-hour struggle for the life of a seriously wounded South Korean sailor.

While patrolling on the west coast of Korea, the *Athabaskan* received a radio message from a South Korean minesweeper asking for medical aid for a man who had been wounded in a raid on the enemy mainland.

The *Athabaskan* proceeded to a rendezvous with the minesweeper and the medical officer, Surgeon Lieut. Ross Irwin, of South River, Ont., and Victoria, and his assistant, PO Joseph Threlfall, of Victoria, started converting the day cabin of the commanding officer, Captain J. C. Reed, of Toronto, into an emergency operating room. Added help came from Sub-Lieut. James Creech, Vancouver, and Ldg. Sea. K. W. Johnston, Edmonton.

The sailor was brought aboard in a state of severe shock. In his abdomen

and back were the clean holes where a bullet had gone into his body and straight out the back. The doctor decided upon an emergency operation to determine the extent of the man's internal injuries.

The first step was to call for blood, as he had obviously lost a great deal. PO Threlfall made a check on the South Korean's type and donors were called for. The pipe nearly caused a stampede. Everyone wanted to help and scores of men reported to the sick bay. PO R. W. Dickson of Victoria was finally selected and he gave a transfusion of a pint of blood.

The actual operation began at about 7:45 that evening. The captain's day cabin was almost unrecognizable. The patient was laid out on the dining-table and a sideboard served as the instrument table. Lieut. Irwin administered a spinal anaesthetic and started to work. He had to make an incision in the man's abdomen to make a thorough check, stop the internal bleeding and patch up any bad breaks.

Acting as the operating room nurse was AB J. J. Wall, of St. John's, Nfld. Wall is a torpedo anti-submarine specialist but is interested in the medical branch and has assisted the medical assistant in sick bay before. PO Threlfall was supervising assistant, keeping a check on the other helpers. CPO W. J. Murray of Owen Sound, Ont., and Victoria, administered blood and plasma. Helping him was Chaplain Ernest Foote, of Barney's River, N.S., the Protestant Chaplain of the Fleet, who had been spending a period with the Canadian destroyers in Korean waters. The ship's executive officer, Lieut.-Cdr. Harry Shorten, of Calgary and Victoria, kept a constant check on the patient's blood pressure and pulse.

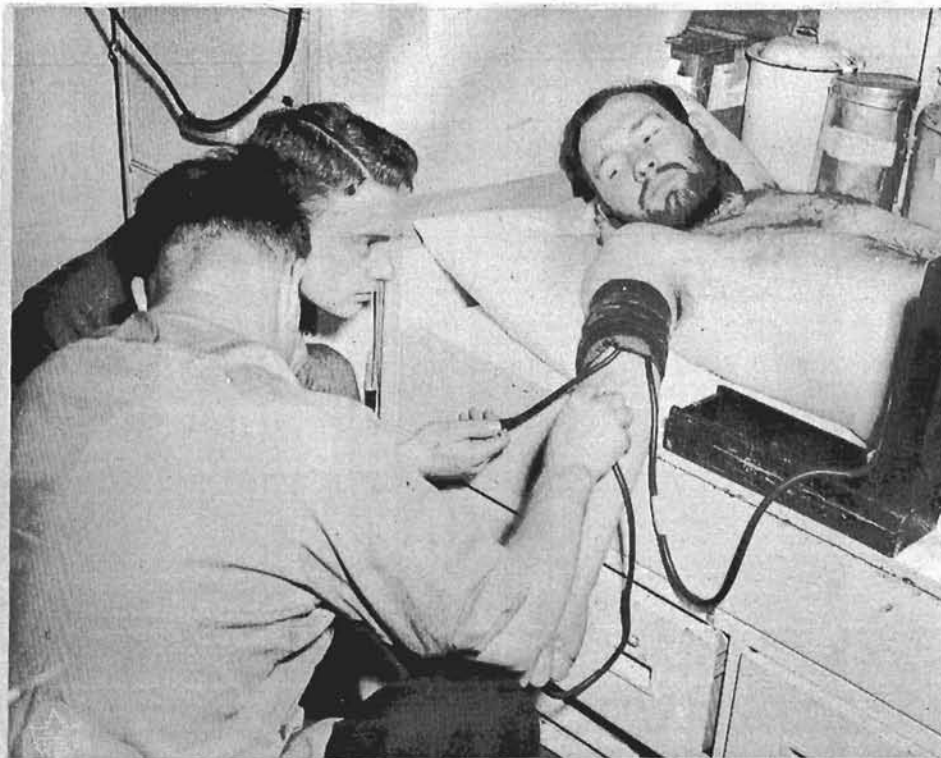
It took two-and-a-quarter hours to complete the examination. It turned out that about the only internal injury was where the bullet had perforated the large intestine. After the intestine was stitched up, the bleeding seemed to cease and the incision was closed.

One hour after the operation had been completed the ship moved inshore to take up her night station, guarding friendly islands against possible invasion from the Red-held mainland. Fortunately for the patient, it was a quiet night, with no activity on the part of enemy.

The man's condition made it imperative that he be moved to a proper hospital as soon as possible. That night the captain made arrangements with the island defence authorities to fly the man out next day by helicopter to where he could be transferred to a Seoul-bound aircraft. The sailor spent a satisfactory night in the ship's sick bay, with Lieut. Irwin standing an all-night watch beside him.

Dawn next day revealed a dreary picture of bitter winds whipping the sea into a heavy chop. Ten degrees of frost made the air raw and cold. At 6 a.m. the ship's motor cutter was lowered and brought alongside. The patient, now conscious and feeling better, was lowered into it on a stretcher.

Three officers were in the boat: Lieut.-Cdr. Shorten, the doctor and an ensign of the South Korean Navy who serves as the *Athabaskan's* liaison officer and interpreter. Coxswain of the volun-



PO Richard Dickson gives an emergency supply of blood for the wounded South Korean sailor brought on board the "Athabaskan" for treatment. Kneeling are Surgeon Lieut. R. B. Irwin, the ship's medical officer, and AB James Wall. (AN-175).



The blood that was once PO Dickson's is transferred to the South Korean prior to his being operated on by Surgeon Lieut. Irwin. Left to right are Lieut. Irwin, Chaplain E. G. B. Foote, Chaplain of the Fleet; CPO William Murray and AB Wall. (AN-179)

teer boat's crew was PO A. A. Gold, of Belmont Park, Victoria; stoker was AB J. R. Simpson, of Fort William, and the crew members were AB J. F. Hunt, Windsor, Ont., AB W. G. Sutcliffe, Nelson, B.C., and Ordinary Seamen J. D. Benoit, Victoria, J. C. Cronin, Oshawa, and F. A. White, Campbell River, B.C.

In the choppy sea the boat made its way cautiously shore-ward, trying to save the sailor as much discomfort as possible. There was no landing or jetty, just an open, rocky beach to head for. The cutter had to stop about 30 feet off shore as the water was too shallow to permit her to run up on the beach.

About half the crew leapt into the near-freezing water. Lieut.-Cdr. Shorten, with water chest-deep around him, steadied the boat as she threatened to

broach to. The stoker, AB Simpson, temporarily deserted his engine and jumped in to lend a hand. The others, some in the boat, some in the water, carried out the tricky operation of passing the litter out of the boat to the hands of the stretcher bearers.

They finally made it and laboured the 30 feet to the beach and turned the patient over to the ROK marines on the island. On their way back to the ship, the men in the boat saw the helicopter soar upwards, the patient safely aboard and bound for hospital in Seoul. It was the only cheering sight on a very bleak morning.

They climbed clumsily on board, numb with cold and their clothes sheathed with ice. The mission was completed and they received a hearty "well done" from the captain and the thanks of the local ROK authorities.

AERIAL AMBULANCES

Two RCN aircraft—a Beachcraft Expeditor and a Sikorsky helicopter—worked in shifts to bring a Canadian Army veteran of the Korean war the 165 air miles from Glace Bay, N.S., to the Royal Canadian Naval Hospital at Halifax.

Four hours after the request was received to have Gunner Reginald Timmons, of Sydney, moved to Halifax for treatment of a severe abdominal condition, he was in bed in the RCN Hospital.

While Lieut.-Cdr. (P) J. G. Wright, commanding officer of the Training Air Group, warmed up an Expeditor aircraft, Lieut. (P) George Marlow and Lieut. (P) Frank Harley flew a helicopter from *Shearwater* to *Stadacona* and picked up Surgeon Lieut. Donald Willoughby. Minutes later, with the doctor and co-pilot, Lieut.-Cdr. Douglas Peacocke, aboard, the Expeditor was heading north for Glace Bay with Lieut.-Cdr. Wright at the controls.

Gunner Timmons, in a stretcher, was placed in the aircraft, and flown to *Shearwater*. The helicopter again provided the link between the air station and the hospital, landing on the *Stadacona* playing field, only a few yards from RCNH.

Hospital officials estimated a month of hospital care would put the Army gunner back on his feet.

SAINT JOHN VETS NAME 1953 OFFICERS

Donald G. Riley was elected president of the Saint John, N.B., branch of the Main Brace Naval Veterans' Association of Canada, at the annual meeting held at the Main Brace Centre on Dock Street.

Others elected to office for 1953 were: Vice-president, Herman Boyle; treasurer, Donald N. Golding; secretary, John D. MacCallum, and membership secretary, Frank S. Charlton. The officers were installed by the founder and national chairman of the association, E. Ronald MacDonald.

The following committeemen were named for 1953: John Wrench, Joseph O'Hara, Russell Henderson, Glendon Baird, Donald O'Brien, Walter Monford, John Spragg, Ernest Chumley, Frank Cooper, Leo Thompson, James McLeod, Daniel J. Hanley, James Cox, Neville Lynch, Edward May, William O'Hara and Herbert Ramsay.



OFFICERS *and* MEN



Three Senior Officers Receive Promotions

Three senior naval officers were promoted in rank during March.

Promoted to Rear-Admiral, effective March 15, were Commodore H. F. Pullen and Acting Rear-Admiral J. C. Hibbard.

Rear-Admiral Pullen, former Commodore of the RCN Barracks, Halifax, succeeded Rear-Admiral Hibbard as Chief of Naval Personnel on April 1, the latter having become Flag Officer Pacific Coast on March 2.

Appointed Commodore of the RCN Barracks, Halifax, Captain Ernest P. Tisdall has been promoted to the rank of Commodore. Commodore Tisdall, previously in command of HMCS *Ontario*, took over his Halifax appointment and was simultaneously promoted on March 25.

Reserve Officer Saves Boy from Drowning

The quick action of Lieut. Wallace R. Berry, RCN(R), of HMCS *Catarauqui*, saved the life of one of four boys who fell through thin ice on the Rideau River at Kingston, February 8.

The four teen-age boys were taking a short cut across the river near the Royal Military College grounds when the ice gave way and they were thrown into the water. Two of the boys managed to climb back onto the ice but the others were too far out.

Two passers-by, one a soldier, went to the aid of the boys but the ice broke under the soldier before he could reach them. The city fire department arrived and two firemen managed to get one of the boys to safety.

Meanwhile, Lieut. Berry, who is a commercial photographer in civilian life, was taking pictures of the scene. He noticed that the soldier who was supporting the other boy in the water lost his grip and the lad sank out of sight.

Lieut. Berry quickly put aside his camera, stripped to his trousers and shirt and, with a rope tied around him, dived in at the spot where he last saw

the boy. He made three dives before he finally located the lad lying unconscious on the river bottom. Lieut. Berry brought the boy to the surface and the two were towed in to shore by willing hands.

Lieut. Douglas R. Slocombe, RCN, on the staff of RMC, took over from there and applied artificial respiration. When the boy regained consciousness he was taken to hospital.

In all, nine persons got unexpected dunkings in the icy waters of the river but no serious injuries resulted. Three of the nine were confined to hospital but suffered only shock and exposure.

The cool-headed action of Lieut. Berry won the praise of Commander A. G. C. Whalley, commanding officer of *Cata-*

raqui, who commended him before the ship's company at divisions the following evening.

In addition, Lieut. Berry had the satisfaction of seeing two of the photographs he shot before going for his unseasonal dip used on the front page of the Kingston Whig-Standard.

CPO William McDonagh Receives Commission

Chief Petty Officer William L. D. McDonagh, of Victoria and Dartmouth, has been promoted to the rank of Acting Commissioned Engineer Officer, RCN.

Mr. McDonagh entered the RCN as stoker 2nd class in October, 1938, and since that time has served in seven different types of warships. During the Second World War he was in the *Ottawa* (destroyer), *Outarde* (Bangor mine-sweeper), *Eyebright* (corvette) and frigates *Thetford Mines* and *New Waterford*.

Since the war he has served in the *Uganda* (now *Quebec*), *Rockliffe*, *Magnificent* and *Iroquois*, his time in the *Iroquois* including her 1952 tour of duty in the Korean theatre. He will join the staff of the Superintendent, HMC Dockyard, Halifax, on completing the divisional course at *Cornwallis*.

Ordnance School Sees Many Come and Go

Drafts in and out of the Ordnance School are common occurrences these days, with a large number of changes taking place. The following have joined HMCS *Ontario*: CPOs John Frost, David Nelson and Fred Pippard, and POs Joseph Hornosty, Donald Jackson, William Steadman and Eric Still. Coming to the school from the *Ontario* were POs Ivar Emberton and Jack Heath.

The second Ordnance Technicians' course commenced February 9 and the following CPOs are now deep in their studies: Herbert Thomas, Wilfred Adams, Frank Blosser, Richard Lower, William Wynn, James Haywood, Paul



The original uniform of men of the RCNVR is pictured above. Note the wavy stripes on the collar, the "V" on the left sleeve and the "RCNVR" lettering on the cap tally. The photo was taken of Ord. Sea. Edward E. Carney shortly after he entered the Ottawa division of the newly-formed RCNVR in 1925. He is now a Lieutenant (S) on the staff of the Director of Officer Personnel at Headquarters. The photo in the corner was taken 28 years later.



Wentzell, Ellis Parker, Charles Penney and Walter Cunningham.

CPOs Donald Wilkinson and Joseph Bourrett were temporarily in the school while awaiting the commissioning of HMCS *Algonquin*.

CPOs Stewart Mein and POs Vernon Little and Ronald Caught joined HMCS *Cayuga* on commissioning.

Two new arrivals are Ldg. Sea. Edward Griffith and AB Charles Nowell. These are first of the Armourer's Mates.

A pair of smiling faces at the school these days are those of John Pitts and Elwood MacDonald, who have at last reached the dizzy heights of "Chief". PO Norman Blais has left HMCS *Ontario* to join HMCS *Crusader*, relieving PO William Pinkos, who has joined the school.

CPO Murray Demone has changed his home port to Halifax and CPO Herbert Thomas accepted conditional advancement to C1. CPO Thomas will leave on completion of the Ordnance Technicians' course.

Stoker Classes Graduate From West Coast MTE

Two Stokers' technical classes recently completed courses at the Mechanical Training Establishment, HMCS *Naden*. In Class 164 were Ordinary Seamen Ronald A. Montgomery, Thomas W. Wilks, William E. Earle, Keith C. Dawson, William J. J. Davies, George D. Murfin, Robert G. Massey, John A. Gorman, Raymond D. Hammond, James B. Fulton, Russell Gibson, John W. Contois, Raymond D. Read, Eldon A. Munroe, and Gerald S. Sinoski.

Members of Class 165 were Ordinary Seamen Lee M. Sigsted, Leo J. P. Cleroux, Robert M. MacFarlane, David R. Brand, William E. Stacey, William Wietzel, Anthony S. Folino and James W. Weirikko.

Ordinary Seamen Train as Writers

A 17-week Administrative Writer's course was recently completed in the Supply School at HMCS *Naden*. Attending the course were AB Maxwell Young and Ordinary Seamen Thomas Mack, Ernest Griffin, Donald Choate and Gerald Murdy.

Enrolled in a Pay Writer's course which ended were: Ordinary Seamen Robert J. McAgay, Joseph S. Comeau, Robert E. Newcombe, Melvin W. Lloyd, Joseph Blanchard, Laurent Ashby, Harold Dolman, William Morrow, Edward Mensforth, Lloyd Myers, William Ferguson, Charles Keirstead, Ronald Hahn and Howard Barker.



Thirty-four former members of the ship's company of HMCS "Athabaskan" now serving in the Atlantic Command gathered recently in the Gunroom in HMCS "Stadacona" for a highly successful reunion. On hand were officers and men who had served in the ship on one or both of her first two tours of duty in Korean waters.

Front row, left to right: Ldg. Sea. R. Garrioch, AB E. K. Nault, AB Donald Hutchinson, AB John Kirkland, AB M. J. Robertson, AB D. N. Coyle, AB L. W. Hines, AB D.C. Rudman and Lieut. P. L. S. McCulloch. Second row: Lieut. C. E. Lord, CPO C. M. Mauser, Lieut.-Cdr. C. A. Hamer, CPO P. G. Liquyer, Commander R. P. Welland, commanding officer of the "Athabaskan" on her first Korean tour; Lieut. R. A. Grosskurth, Lieut. F. R. Fowlow, Commissioned Gunner (TAS) D. W. Hurl, and Lieut. B. N. Weber. Rear Row: CPO E. Nurse, Ldg. Sea W. Stratton, Ldg. Sea. A. W. Rimmerfield, Ldg. Sea. W. Druggett, AB C. A. Mayhew, AB D. C. Huff, AB C. S. Farrell, AB G. H. Sorenson, PO R. K. Nicholson, PO H. A. Jones, AB L. F. W. Parkin, Ldg. Sea. C. R. Stewart, AB D. J. Morrison, AB L. M. Clark and AB J. J. Blanchette. (HS-23172)

Commissioned Rank For CPO R. E. Thompson

Chief Petty Officer Ross E. Thompson, of Lethbridge, Alta., and Victoria, has been promoted to the rank Acting Commissioned Boatswain, RCN.

Mr. Thompson began his naval career as an ordinary seaman in April 1939. During the Second World War he served in the destroyer *Ottawa*, the corvettes *Prescott* and *Sorel* and the frigate *Monnow*. He also spent a year in HMCS *Avalon*, St. John's, Newfoundland, and another in *Stadacona*.

Since June 1945 he has served for two years in the *Ontario* and a year-and-a-half in the *Cedarwood*, as well as in various shore establishments.

Now in the United Kingdom on courses, Mr. Thompson has been appointed to join the *Magnificent* in May.

Two Ordnance Officer Classes Finish Courses

An Ordnance Officer's qualifying course completed at the Ordnance School, Esquimalt, January 17. The graduating officers have taken up appointments as follows:

Ordnance Lieut.-Cdr. Ralph Newstead to Naval Headquarters, Ottawa; Ordnance Lieut.-Cdr. J. F. Beveridge to HMCS *Cayuga*, and Ordnance Lieut. Hugh Brooks to the Naval Armament Depot, Esquimalt.

A further Ordnance Officers' qualifying course completed February 6. Graduating and taking up the following appointments were:

Ordnance Lieut. N. T. Malcolm and Ordnance Lieut. J. W. Russell to Naval Headquarters; and Ordnance Sub-Lt. W. L. Wood to the Naval Armament Depot, Halifax.

Before taking up their appointments, the second ordnance officers' class made an industrial inspection tour.

Three Groups Trained In Radar Plotting

Members of a recent Radar Plot First Class course at the Navigation Direction School in HMCS *Stadacona*, were: Petty Officers Peter Thompson, Russell Macmillan, George O'Keefe, Glenn Kekewich, Harold Bailey, Richard Bridges, Harvey Jones, Edward Harris, Robert Nicholson, Edgar Colebourn, Lorne Little and Raymond Graham and Ldg. Sea. William Mitchell.

An RP2 class included Leading Seamen Norman Lewis, Arthur Skinner, Eldon Ash, Gordon Munro, Kenneth Graham, James Dean, Earle Weagle, Joseph Lamontagne and Edward Merchant and Able Seamen Donald Breadman, Joseph LaDouceur, Owen Smith and Joseph Hogan.

Training as RP3s were Able Seamen Roy Wicks, Aubrey Osborne, Jean Laflamme, Arthur Adamson, John Patacairk, Gary Legge, Andre Fournier, Laurie Parkins, Kenneth Lapierre and

Vivian Manning and Ordinary Seamen Rene Fontaine, Murray Lanigan, Frederick DuCheneau, George Thompson and Frank Brooks.

Naden PO Commended For Part in Rescue

PO Derryk Whitworth, of HMCS *Naden*, has been commended by the manager of the CPR Coast Steamship Service for his prompt action in helping to save the life of a seaman from the SS *Princess Elizabeth*.

The seaman fell over the side of the CPR ship while releasing a berthing line in Vancouver harbour. PO Whitworth became one of the lifeboat's crew which went to the rescue of the man and later he performed artificial respiration until the arrival of the inhalator crew of the Vancouver Fire Department.

Two Classes of AA3s Complete Training Course

Two classes of AA3s recently completed courses at the Gunnery Training Centre, HMCS *Naden*. Members of the two classes were Able Seamen Arthur Acheson, Gordon Carl, Arthur Hall, George Hughes, Raymond Hunt, Bert Barker and John Glover and Ordinary Seamen David Bodchon, Robert MacDonald, Eugene Girard, James Burnke, Ronald Sullivan, Thomas McAulay, John Peil, Richard Kearney, Eugene McMorris, Paul Morrison and Edward Shiminsky.



Members of the 39th leadership course for chief and petty officers to be held at HMCS "Cornwallis" are pictured above. Front row, left to right: CPO Lance V. Smith, PO Douglas H. Giles, PO Harry L. Minchin, Lieut. (S) Colin White, course officer; CPO E. A. Rigby, instructor, POs Donald H. Hardy, Alexander F. Mitchell and Leslie Brethour. Centre row: POs Ronald A. Hawkins, John G. Meadwell, Jack A. Ross, Richard F. Bryson, Lloyd A. Johnson, Roger R. Haspeck, Maurice A. Carroll, Harry C. Cutress and Reginald Beale. Rear row: CPO John Brown, CPO Lawrence Choquette, POs Richard S. Carter, Hugh M. Stewart and Eugene J. Barnaby, CPO Donald A. Thompson, PO Nicholas Shewchuk and CPO Jack Farnsworth. (DB-3479)

Former Able Seaman Now Sub-Lieutenant

Recently promoted from Able Seaman was Sub-Lieut. Ernest Patrick Lourme, RCN, of Lethbridge, Alta.

Entering the RCN in April 1949, he has served ashore in *Cornwallis*, *Shearwater* and *Naden* and afloat in the *Magnificent*, *Ontario* and *Antigonish*. At the time of his promotion, Sub-Lieut. Lourme was taking courses in the United Kingdom.

13 "Sparkers" Take Comschool Course

Thirteen men recently completed a radio communicators' course at the Communications School, HMCS *Cornwallis*. They were Leading Seamen Lloyd Milton, Norman Prowse, Norman Jermy, Arthur Roberts, Robert Morehouse, Boyd Hutchinson, Ronald Dennis, Rene Deschenes, Lloyd Glassford, Lloyd Keith, Albert Bell, Edward Haines and Robert McPherson.

CPO R. H. Meadows Promoted in Rank

Chief Petty Officer Richard H. Meadows, of Prince Albert, Sask., and Victoria, has been promoted to Acting Commissioned Constructor Officer, RCN.

After seven months in the RCNVR, Mr. Meadows entered the RCN in May 1941 as a shipwright and served until 1946 at HMC Dockyard, Esquimalt, and

in shipyards in Victoria and Vancouver. In August 1946 he went to Belfast, Northern Ireland, to stand by HMCS *Magnificent*, which was then building, and was with the ship until October 1948. Since then he has served in the *Quebec* and ashore on the West Coast.

On completion of the divisional course at *Cornwallis*, he will join the staff of the Principal Naval Overseer, West Coast.

Stewards' Class Finishes Supply School Training

Sixteen men were members of a recent Stewards' class at the Supply School, HMCS *Naden*. They were Able Seamen Allan Fowler, and John Furman and Ordinary Seamen Ray Gill, John Bleackley, Douglas Allen, John Waslenchuk, Douglas Smith, Robert Furriss, Donald Gubbe, John Leaist, Edward Krul, Robert Martin, Wayne Hourrie, Rodney Cummings, Donald McQuarrie and Jean Legault.

Radar Plotters Complete Course at Naden Centre

Twelve men recently completed a radar plot course in the Navigation Direction Training Centre at HMCS *Naden*. They were Leading Seamen George Robillard, Dewar Larter and Herbert Thompson, and Able Seamen David Mill, Ralph McNeil, Allan Amell, George Volker, William Hewlett, Gereint Bohmer, John Anderson, Robert Thomas and Frederick Malone.

Five Wrens Promoted To Sub-Lieutenant

Five Wrens now serving on continuous naval duty have recently been promoted to the rank of Acting Sub-Lieutenant (W), RCN(R). They are Sub-Lieutenants (W) Patricia R. Rennie, of Victoria, Evelyn M. Yip, of Vancouver, Barbara P. Schmidt, of Hamilton, Lida Kapusciak, of Windsor, and Anne K. Middleton, of Ottawa.

After completing a Wren officers' divisional course at *Cornwallis*, Sub-Lieutenants Rennie, Yip and Schmidt will go to Naval Headquarters, while Sub-Lieutenants Kapusciak and Middleton will remain at *Cornwallis* for specialized training.

Correction

The names of two important officers of the Montreal Naval Officers' Club were incorrectly given in the February *Crowsnest*. The two men were J. A. Laurin, president, and C. D. Heward, vice-president.

A Lot Of Mileage

*In Three Commissions, HMCS Crescent
Has Steamed 230,000 Miles*

HMCS *Crescent*, the thirteenth ship to bear this proud name since the first *Crescent* sailed against the Spanish Armada, completed her third commission in February 1953. She was laid down as the leader of the 14th Emergency Flotilla in 1943 in Glasgow, was launched in 1944 and commissioned by the RCN in 1945. Since then she has steamed more than 230,000 miles and has visited ports from China to the North Sea.

The *Crescent* began her third commission at Esquimalt on September 26, 1950, under the command of Lieut.-Cdr. G. H. Hayes. Designated as an

were undertaken. These cruises were designed to provide sea training for UNTDs and RCN(R) personnel. While in UK water the *Crescent* visited Rosyth, Portsmouth, Conway, Belfast, Torbay and Plymouth.

On September 25, 1951, Commander (now Captain) J. C. Littler, was appointed in command and Lieut.-Cdr. Hayes took up the appointment of Reserve Training Commander, West Coast.

Shortly after, the ship's executive officer, Lieut. J. K. H. Mason, was killed in a flying accident involving two Avenger aircraft. Although the ship

was the most noteworthy of the summer, the ships receiving there a tumultuous and heartfelt welcome.

On Cruise "Charlie" (August 11-September 12) the group visited St. John's Newfoundland, (*Crescent* only) Gibraltar, Dover, Antwerp and Sheerness.

On September 15 Lieut.-Cdr. J. R. Coulter, formerly in command of HMCS *Swansea*, assumed command of the ship, Commander Littler becoming Chief of Staff to the Flag Officer Atlantic Coast.

During October anti-submarine exercises were carried out at Grand Manan with HMCS *Wallaceburg* and the American submarine USS *Threadfin*. This was followed in November by a three-day visit to Havana, Cuba.

After spending Christmas and New Year's in Halifax, the ship sailed for Esquimalt on January 9 via Kingston, Jamaica; Balboa, Canal Zone; Manzanilla, Mexico, and Long Beach. She arrived at her destination on February 2 after steaming 62,631.5 miles during her third commission. She is now in dockyard hands, undergoing conversion to a destroyer escort, and most of her ship's company has joined HMCS *Algonquin*, first destroyer to be converted to a DE.



Ending her third commission, HMCS "Crescent" arrives in Esquimalt from Halifax to be paid off and taken in dockyard hands for reconversion to a destroyer escort. Most of the "Crescent's" ship's company shifted over to HMCS "Algonquin", first destroyer to be transformed into a DE. (E-21484).

East Coast training destroyer, she arrived in Halifax on December 10, 1950. She soon made her mark on the East Coast as an efficient ship, one instance being when she picked up in well under four minutes a pilot whose plane ditched after a wave-off from the *Magnificent*.

The spring of 1951 was mostly given over to gunnery and TAS exercises in the Halifax area. That summer the *Crescent*, along with the *La Hullose* (Senior Officer) and the *Swansea*, formed the East Coast Training Group, and three cruises to the United Kingdom

was at extended notice for steam when the news of the accident was received, a tremendous effort on the part of the ships' company and dockyard personnel enabled the *Crescent* to take part in the search on the days of April 18 and 19.

On May 19, the *Crescent*, *La Hullose* and *Swansea* sailed on the first summer training cruise of 1952. This cruise (May 19-June 21) saw the ships visit the Azores, Gibraltar, Toulon and Ville-Franche-sur-Mer. Cruise "Baker" (June 30-August 3) took them to the Azores, Dartmouth, England, Dieppe, Southampton and Torbay. The visit to Dieppe

Naval Aircraft Visit Western Cities

Aircraft of the 30th Carrier Air Group returned to HMCS *Shearwater* in mid-March after accomplishing several missions during the three weeks they were based at the Canadian Joint Air Training Centre at Rivers, Man.

The ten Sea Furies and 12 Avengers demonstrated a co-ordinated group strike as their part in "Exercise Assiniboine" held at nearby Camp Shilo on March 5. This is an annual tri-service exercise for the benefit of students from the Canadian Army Staff College, Kingston, and the RCAF Staff College, Toronto. A naval air group participates every year.

The CAG also carried out a comprehensive artillery reconnaissance program during the three weeks at Rivers.

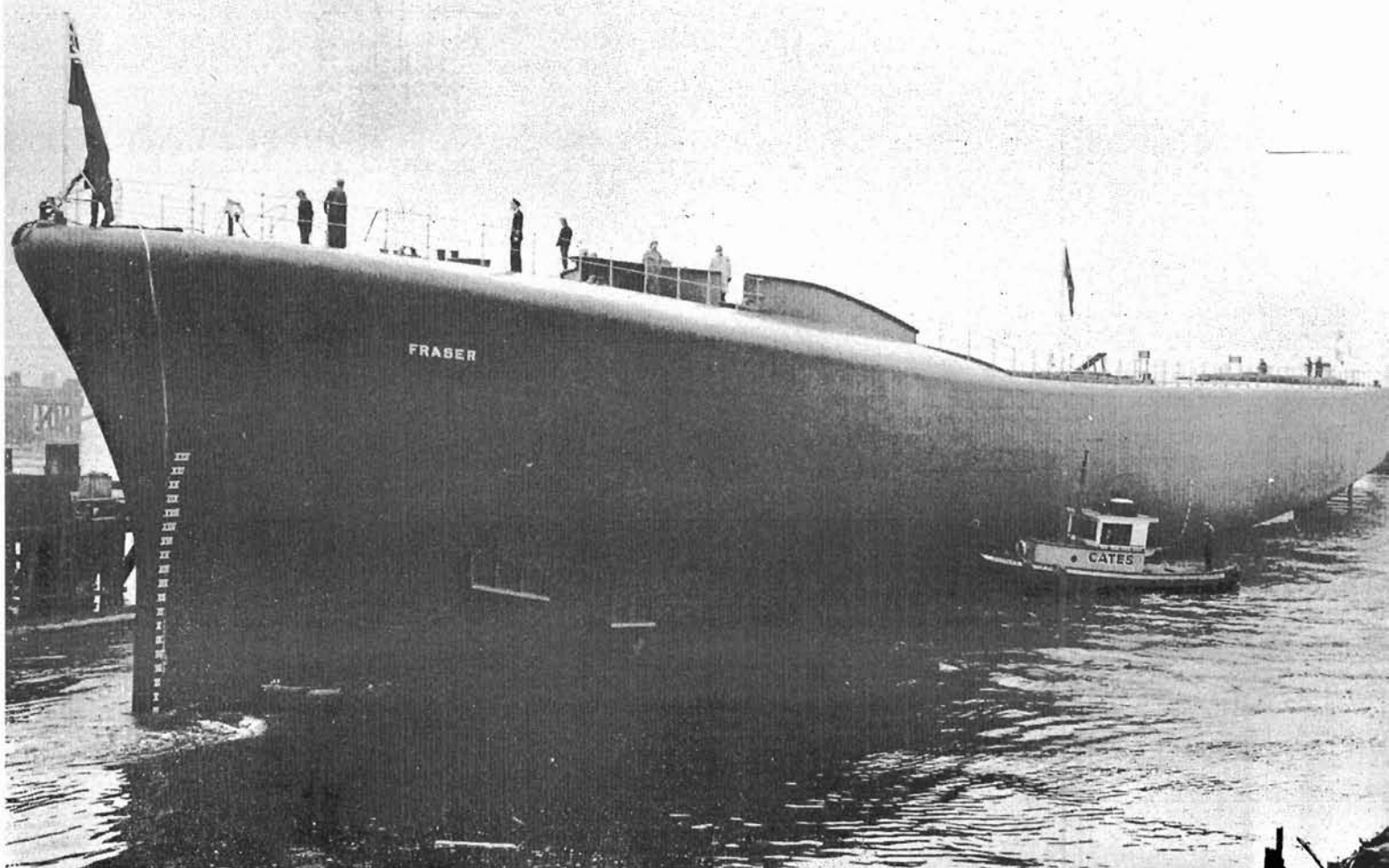
On the week-ends, representative flights were made to four western cities—Saskatoon, Regina, Calgary and Edmonton—in order to familiarize personnel attached to the naval divisions in those centres with the navy's operational aircraft. The flights had the additional effect of arousing considerable public interest in naval aviation.

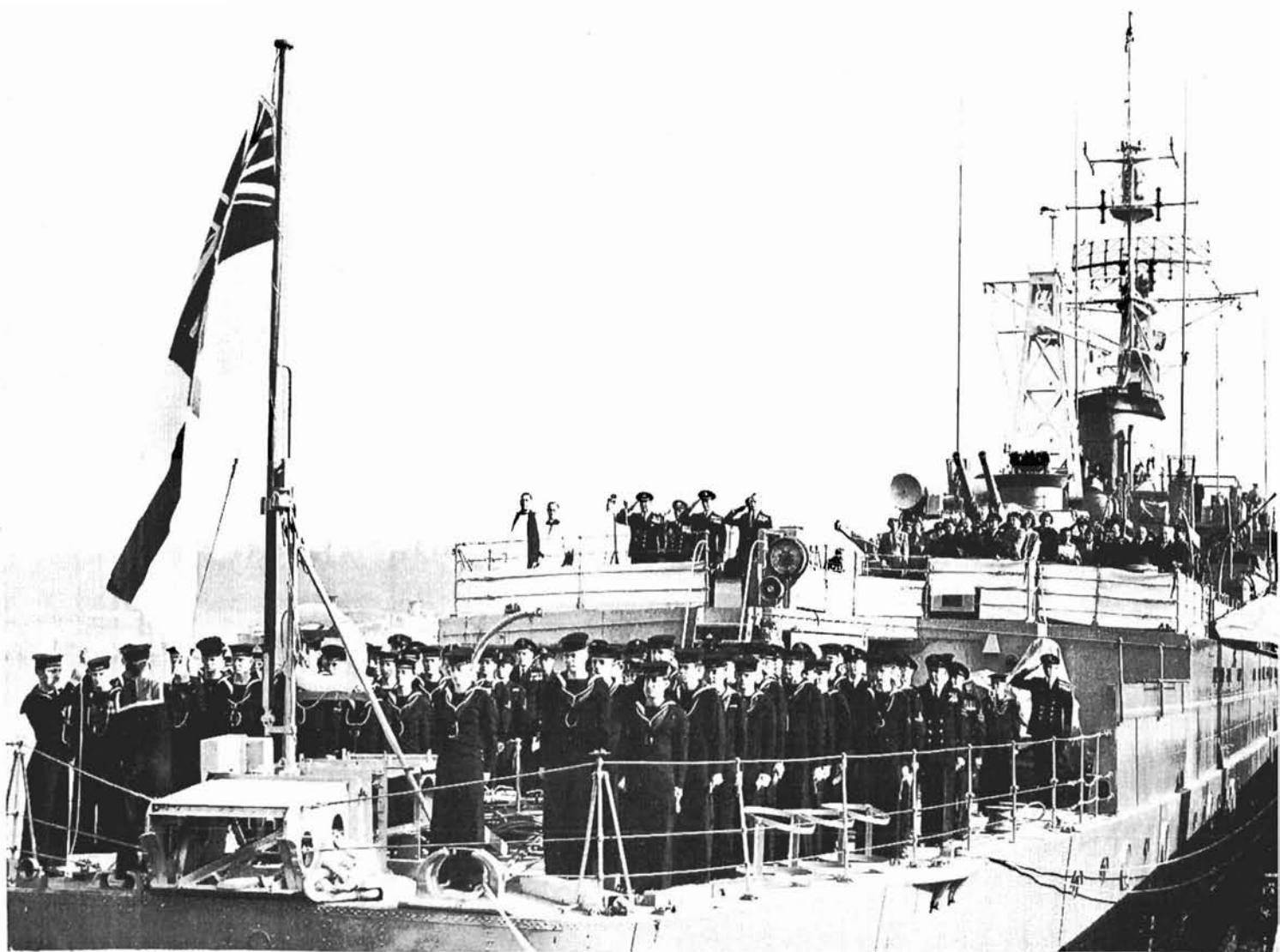
New and Renewed

CONCRETE evidence of the progress being made in the Royal Canadian Navy's ship building and modernization programs was seen on the West Coast in February.

Three events, occurring in quick succession, pointed up the fact that 1953 and 1954 will see the investment made in planning and resources over the previous three years pay dividends in the form of ships either brand-new or brought up to date in weapons and equipment.

The first of these events was the launching of the new destroyer escort *Fraser*, whose bow is pictured at the left at the moment of christening by Mrs. E. R. Mainguy, wife of Vice-Admiral Mainguy, Chief of the Naval Staff. The ceremony took place on February 19 in the shipyards of the Burrard Drydock Company, North Vancouver.





The hull of the *Fraser*, shown in the lower picture just after the launching, was later towed to Yarrows Limited, Esquimalt, where she will be completed.

The function and much of the design of the *Fraser* are anticipated in HMCS *Algonquin*, former Fleet "V" class destroyer, which has been converted into a destroyer escort. She began her commission in her new role on February 25 at Esquimalt, under the command of Commander P. F. X. Russell. The *Algonquin* is pictured above as the strains of the National Anthem, the ship's company at attention and the slowly rising White Ensign marked the moment of commissioning.

Another old friend was back on duty with the commissioning on February 23 of HMCS *Cayuga* after modernization which included the addition of a 3-inch-50 mount and a lightweight aluminum mast. On hand to greet the commanding officer, Lieut.-Cdr. W. P. Hayes, was "Alice", the ship's mascot of Korean war days. (Top right photo by W. Atkins, Victoria, others RCN photos E-21671, E-21672, E-21728.)



Some Memorable Experiences

PO 'Bill' Newman Saw War's Most Novel U-Boat Capture

PETTY Officer W. F. (Bill) Newman, HMCS *Cataraqi*'s choice as Man of the Month, is the son of a sea-faring family, the grandson of a shipmate of the late King George V, and the nephew of "an old RN PO". With this heritage, it is not difficult to understand why PO Newman chose to enlist in the RCNVR in 1940 as soon as it appeared that the Germans meant business.

During the five years that followed he had a variety of experiences. His first ship had a hand in the most novel U-boat capture of the war and in a rescue mission when a British corvette blew her boilers in the Atlantic. Later, he was the trainer for HMCS *Cornwallis*' famous wartime hockey team which included several players from the National Hockey League.

A native of Kingston, PO Newman was born January 8, 1911. As Kingston is located on the north shore of Lake Ontario, it may have been the southern horizon—broken only by ships and sailing craft—that gave Bill an early liking for the water. In 1934 he got as close to it as he possibly could without wetting his feet, entering the employ of the Ontario Hospital, situated right on the lakeshore, as an attendant.

He enrolled in the "VRs" in November 1940 as a Sick Berth Attendant and was sent to Halifax, where he spent a few months at HMCS *Stadacona* before joining the four-funnelled Town class destroyer, HMCS *Niagara*, in the summer of 1941.

He put in the next 15 months at sea on convoy escort duty spent between Halifax, Newfoundland and Iceland.

It was while the *Niagara* was in Iceland, with nearly half the hands ashore, that the ship was ordered to proceed immediately to sea to a position where an enemy submarine had been bombed to the surface by a Hudson aircraft and had called it quits.

Without even taking time to disembark two visiting officers, the *Niagara* raced out and took as prisoners 37 German seamen whom Bill describes "as being pretty well softened up by the

time we got there". So they should have been, for the circling Hudson had held the U-boat in capture for a number of hours before the *Niagara* and two Royal Navy trawlers arrived on the scene. (The U-boat later became HMS *Graph* and proved a valuable addition to the Royal Navy's training facilities.)

This wasn't the only incident in which the *Niagara* figured during this run. The Flower class corvette, HMS *Candytuft*, blew her boilers 200 miles off Newfoundland and the *Niagara* went to the rescue. She arrived to find that 17 men had been scalded to death and three-quarters of the crew burned in varying degrees. PO Newman, the medical officer and a CPO from the *Niagara* went aboard the *Candytuft* to care for the casualties, and the destroyer took the corvette in tow.

PO Newman remembers this episode as the busiest time of his life in the Navy. The medical team worked steadily until the tow reached port, administering treatment to the injured crew of the *Candytuft*.

In November 1942, PO Newman was drafted to *Stadacona* but stayed there for less than two months before he went to HMCS *Cornwallis*. But it wasn't

much of a trip to get to his new job since *Cornwallis* was still located in Halifax at that time, even though plans were almost completed to move the training establishment to the Annapolis Valley.

In April 1943, he was drafted to HMCS *York*, Toronto, where he spent eight months on recruiting duties. At the end of this time he returned to *Cornwallis*, now located near Digby, N.S., and took charge of all new entry SBAs. It was during this period that he served as trainer of the *Cornwallis* hockey team which won the Nova Scotia senior championship for two consecutive years. Among the players on the team were such well known NHL stars as Gaye Stewart, Bob Goldham, George Gee and Jackie Hamilton.

PO Newman returned to his home division, HMCS *Cataraqi*, in November 1945 and was demobilized as a leading sick berth attendant. He went back to his old employer, the Ontario Hospital at Kingston, as a physical instructor.

In time he began to find civilian life a little dull so entered the RCN (Reserve) at *Cataraqi* in July 1951, this time in the physical and recreational training branch. During the past winter, besides trying to keep the boys in condition, he undertook to coach the division's hockey team.

He has gained fame around Kingston as an entertainer at children's parties, where he appears as a clown mounted on an over-sized reinforced tricycle and playing a conglomeration of musical instruments which progressively fall apart. Quite an act!

In addition to all this, Bill has been coaching and helping to manage several boys' hockey and baseball teams in Kingston and doing a very fine job on all counts.

Just when his wife and three little girls see him, nobody is quite sure, but around *Cataraqi*, PO Bill Newman is known as the man who will take on any job that is in the interests of the division and his shipmates, and who will do it well.



PETTY OFFICER WILLIAM NEWMAN

A Remarkable Organization

*In Hong Kong "Jenny's Girls" Will Sweep
Scrub and Paint . . . and Do a Perfect Job
. . . All in Exchange for Ship's "Gash"!*

"JENNY'S Girls" in Hong Kong were the sweethearts of HMCS *Crusader*, beloved of all the seaman branch and collectively the apple of the First Lieutenant's eye.

Jenny's girls clambered aboard the destroyer as she was coming alongside to take on fuel, just after entering Hong Kong harbour. All hands on the upper deck were engrossed in the business of "buttoning on" to the oiler and almost nobody noticed the girls.

Lieut.-Cdr. John Husher, of London, Ont., and Victoria, the executive officer, was on a wing of the bridge in charge of securing the *Crusader* to the tanker.

A voice next to his ear said, "Put wire there, 'Jimmy'; all RN ships put wire there."

The "Jimmy" swung around to see who had the gall to tell him how to secure his ship. It was one of Jenny's girls, all smiles, five feet high. (He hasn't admitted whether or not he took her advice.)

Jenny is known to the sailors of most of the world's navies. Jenny is an institution; most seamen think her a great one.

Her "side party" consists of a sampan and about ten girls between six and sixteen years of age. The number depends upon the profit possibilities of the ship, for they are in a unique

business. For a smile, and the privilege of disposing of the ship's garbage, the side party will wash and paint the ship's side, superstructure and mess decks, sweep the decks and shake the first lieutenant daily with the morning paper. In return they collect all the ship's leftovers and sell them in Hong Kong. Nobody really knows what happens to the garbage after that and nobody really cares.

It's a good deal for any ship, and was particularly good for the *Crusader* as she was on a ten-day rest and relaxation visit as a break from operations in the Korean war. Jenny's side party completely took over the job of cleaning and painting the ship and the hands had a chance to get a "make and mend" every day and each watch was able to have three days' leave.

Jenny, fat and amiable, rules her girls with an iron hand and is a shrewd business woman. She remarked to the executive officer, with a wink, "We like Canadian ship better than RN. Your food better so your gash better". Her girls are neat and clean, with their long hair braided into the typical Chinese queue.

The first lieutenant said, "Unlike the average sailor, every one of Jenny's girls manages to get more paint on the ship's side than on her own clothes."

The girls carry RN service certificates, all kept religiously up to date,



The "leading hands" of Jenny's side party submit tenders to Lieut.-Cdr. John Husher, executive officer of the *Crusader*, as he finishes the securing of his ship alongside the oiler in Hong Kong. (CU-467).

and they produce them proudly at the drop of a hat. They are proper documents, issued to them by somebody with a sense of humour years ago. They include details of service, ship names and such notations as: "Marks of identification—all smile lower half of face". "Decorations—The Commander's Clasp, Order of the Boatswain's Chair", etc. Jenny's service documents are quite impressive; so are those of Jenny No. 2.

But most impressive of all is the amount of work they do.

In ten days they painted the *Crusader* from stem to stern, having scrubbed down every square inch of steel first. The ship sailed out of Hong Kong looking like a queen.

"Jenny's Side Party" posed for this picture with Lieut.-Cdr. Husher, CPO Alfred Gold, Chief Boatswain's Mate of the *Crusader*, and Lieut. Peter Ross. In exchange for the ship's "gash", the girls scrubbed and painted the *Crusader* from stem to stern and swept out the messdecks daily as well. (CU-485).



From Jenny's boat, which proudly flies the special flag presented by the *Crusader* in recognition of a job well done, the "No. 1" and the "Buffer" inspect the ship's side after it had been painted by the girls. The smiles attest to the success of the operation. (CU-486).



Contrary to previous departures of "Jenny's ships", there were no fire-crackers to ward off the Chinese devils. Perhaps expenses are soaring even for Jenny or perhaps she found no devils on board the *Crusader* and considered it a waste of time.

Nevertheless, they were all there in the sampan at 0700 Sunday morning when we sailed. Fluttering from their little jackstaff was the flag the *Crusader* had given them with "Crusader", "Jenny", the date and the ship's crest worked on it. They all waved and shouted as the *Crusader* left, looking every inch a ship that had been taken under Jenny's capable care.—J.H.

NAVIGATORS HOLD FIRST ANNUAL DINNER

A precedent was set in the Royal Canadian Navy when, on the evening of January 29, two dozen officers of the Navigation Direction branch gathered in the private dining room of Admiralty House for the first annual Navigation Direction dinner. As special entertainment for the occasion, the navigating officers "arranged" an eclipse of the moon which took place at 1921Q, just as the guests were gathering.

All officers made their ETA's with time in hand and at 2000 (Local Time) sat down to a dinner presided over by Lieut.-Cdr. (ND) W. D. F. Johnston, Officer-in-Charge of the Navigation Direction School. The guest of honour (just to prove the tolerance of the ND Branch) was a Gunnery Officer, Commodore H. F. Pullen, commanding officer of HMCS *Stadacona*.

Following the Toast to the Queen, the speechmaking, although sprinkled with the usual witticisms, was generally in a serious vein.

Lieut.-Cdr. Johnston expressed the hope that the dinner would become an annual and honored custom. He remarked on the challenges which had confronted the ND School in training men for a relatively new branch and told how many of these had been dealt with and how it was intended to deal with others.

Commodore Pullen stressed the importance of the reliability of the navigating officer and the responsibility of his position.

Captain J. C. Littler, Chief of Staff to the Flag Officer Atlantic Coast, followed the Commodore's words with a history of the ND branch in the RCN, including the trials and tribulations of the Navigation School when it occupied cramped quarters in one of the old dockyard temporary buildings.

Why Theory?

by D. A. R.

So often in the armed forces today the question is raised: "Why theory?" This question arises in all branches and levels of the Navy, and in many forms. The attitude seems to be: "Sure, theory is O.K., but where's the switch?" It is the purpose of this article to underline a few of the "whys" of theory.

Theory may be defined as "the understanding of the principles behind what happens". Why should it be important to understand these principles? To answer this question it is necessary to consider the primary function of the armed forces in peacetime.

The primary peacetime function of the forces is to train as many Canadians as possible to defend their country in case of war. This function implies that they must contain at the very least a nucleus of highly trained people who know and understand their jobs.

The present world situation is not one of absolute peace, yet it is not so pressing that efficiency of training has to be sacrificed because of immediate needs for manpower. In short, there is time for the best kind of training.

Consider the young Canadian who joins the Navy, serves his time and then returns to civilian life. What does the Navy expect of him? Of course the Navy expects that this chap will learn a skill useful for the defence of his country. It further expects that this skill will be remembered so that in the event of an emergency he can be recalled from civilian life and made ready for active duty in a very short time.

Assuming that he has learned a skill and has returned to civilian life, then it becomes most important that he remember the skill. How much he remembers will determine how quickly he can be re-trained in an emergency. A very important aim of the training program, then, is to have this chap and all like him remember as much as possible for as long as possible.

Of all the factors involved in getting the human mind to remember, one of the most important is that of "understanding". It is a scientific fact that people remember longest those things which are meaningful to them. In short, understanding is all important to memory. An idea that is not understood is soon forgotten. In so far as theory contributes to understanding and thus to memory, it is invaluable in a training program.

Now consider the case of the chap who joins the Navy and decides to make it a career. Of what use is theory to him? To answer this question it should be realized that, although this person will be undergoing training all through his naval career, his main job will be that of teaching others. How well he does this will depend on how well he knows his job and on how good he is at teaching others.

In teaching others he will soon discover a fundamental fact about the learning process, namely, that learning is faster and more efficient if understanding is present. This chap then, a teacher, has got to be understood—he has to be able to answer the questions, both practical and theoretical, of his pupils. He must, in the course of his naval career, learn a certain amount of theory. Without the theory necessary to understanding, an instructor can never be classed as good. He can not perform efficiently his primary function, that of training others. Once again, in so far as theory contributes to understanding, it is invaluable in a training program.

Ideal training requires a balance between practical and theoretical work. In the RCN of today, with its mass of modern complex equipment, no one denies the necessity of practical work—but let us recognize, too, the importance of theory.

There is time for theory today—there may not be time tomorrow.

Museum Gets Replica of Scott's Ship

The replica of a famous exploration ship and sealer, the *Terra Nova*, has been presented to the Maritime Museum of Canada, in Halifax.

The *Terra Nova* took Captain Robert F. Scott on his final Antarctic exploration in 1910 and in 1912 brought back the tragic news of Scott's death.

The vessel was operated in the Newfoundland sealing trade for many years by Bowring Brothers Limited, of St. John's, who presented the model to the museum.

The model is set in a simulated ice pack, complete with "killer" parties foraging for seals.

The *Terra Nova*, a sailing vessel with auxiliary steam, was built in Britain. She made her first sealing voyage in 1885. After many sealing seasons on the coasts of Newfoundland and Labrador, she was later used as a cargo vessel and in the Second World War carried coal to Greenland.

The Lost Is Found

*Heaving Ice Pack Robs
Athabaskan
of Hook*

WHAT chiefly distinguished a January patrol of HMCS *Athabaskan* from other routine winter operations off the Korean coast were the thickness of the ice and one of those incidents a lady-like destroyer doesn't like to think about.

The *Athabaskan* was on station off Chodo, on the west coast of Korea, and two of her days on patrol were spent in the thick of the ice pack. The ice was heavy enough to shove the ships around even when at anchor, and frequently they had to use their main engines to maintain their positions.

A British frigate, lying at anchor, was dragged two miles with the weight of the ice when her intakes became clogged and boilers had to be shut down.

The *Athabaskan's* moment of misfortune came when the pressure of ice broke a Blake slip stopper and four and a half shackles of cable, attached to the starboard anchor, went roaring out the hawsepipe.

Off went a message reporting the loss, but the *Athabaskan* had no relish for leaving a valuable piece of naval property lying on the bottom of the Yellow Sea.

Three days later the destroyer sent another message, cancelling the former one and quoting Luke 15, verses eight and nine.

"Either what woman having ten pieces of silver, if she lose one piece, doth not light a candle, and sweep the house, and seek diligently till she find it?"

Back in Business

Missing for months, an old friend has turned up on board HMCS *Athabaskan*.

It's the ship's paper, the "*Athabulletin*", which saw the light of day again late in January, with the staff office watchkeepers jointly filling the role of editor.



"And when she hath found it, she calleth her friends and her neighbors together, saying, Rejoice with me, for I have found the piece which I had lost."

The commander of the task unit also searched the Scripture and came back with Mark 12, verse 11:

"This was the Lord's doing, and it is marvelous in our eyes."

Under the influence of wind and tide, scattered ice floes converged to form a solid pack around the "*Athabaskan*" as the ship took up her station off the island of Chodo. In the upper photo, in which stretches of open water are still visible, Able Seamen Richard Wells and Eric Banfield stand watch at their 40 mm. Bofors. The other two pictures show the ice as it closed in to shut out all sight of the water.



AFLOAT AND ASHORE

ATLANTIC COMMAND

TAS School

The first course of its kind in the RCN, a Lieutenants' (TAS) Special Qualifying Course commenced on February 2. The class consists of the following officers: Lieut. F. Lubin, Lieut. D. E. Rigg, Lieut. E. C. H. Norman, Lieut. Russell Freeman, Lieut. J. F. Perrault and Lieut. F. C. Laphen.

TD1 "F" class embarked in HMCS *Portage* for two weeks' sea training with a submarine in the Bermuda area.

Recent changes in staff include: Lieut. (TAS) C. R. MacFarlane, appointed to the school as senior instructional officer; Lieut.-Cdr. H. Bruce Carnall, appointed to Naval Headquarters on the staff of DWT as Assistant Staff Officer (TAS); CPO F. J. Barteaux, drafted from HMCS *Nootka* to the staff of the TAS School, and PO B. J. Allday drafted from HMCS *Iroquois* to the school staff.

Coverdale Radio Station

Happenings around Coverdale Naval Radio Station are now being recorded in black and white.

Able Seamen Kenneth Allen and Roland Belleville are utilizing their

spare time editing a base newspaper on a twice-a-month basis. Their slogan: "Let Aldergrove have its television; Coverdale has a newspaper."

A recent bridge tournament saw Lieut. (MN) A. M. Morrison and Lieut.-Cdr. (S) L. O. Stonehouse join forces to wipe out all opposition.

HMCS Portage

A new name, "Bermastad", has been coined by members of HMCS *Portage's* ship's company and it is "said" that the following appeared in the Bermuda press: "HMCS *Portage* will leave today for a short visit to Halifax returning to Bermuda (Bermastad) early next month."

True, the ship has put in many days in Bermuda waters — operating with USS *Torsk* from January 17 to 31 and sailing for Bermuda February 5 to rendezvous with HMCS *Quebec*, HMCS *Huron* and HMS *Andrew*, with whom a variety of exercises and manoeuvres was carried out. The RCAF participated by supplying drogue targets for A/A firings by the task group.

Targets for surface firing were towed by CNAV *Eastore*, which the *Portage* escorted to Bermuda and back to Halifax.

Sunday divisions and church services were held at St. George's on February 15. The ship's company was smartly turned out.

On the return voyage greetings were exchanged with RMS *Queen Elizabeth*, outward bound from New York. The *Portage* berthed in Halifax on schedule on February 21.

HMCS La Hullose

A concentrated drive on Basic Educational Test mathematics was launched on board the *La Hullose* as she went into refit at the end of January.

All men not having BET mathematics were mustered, teams of six were chosen and prizes were established. The men dutifully put their lighter reading aside and grappled with pen and BRCN 3702 to improve their minds.

The scheme is now on the sixth exercise and still going strong, despite drafting and hard living conditions on board.

B.E.T.

"Where were you last night, Poppa?
You did not get home till late,
I thought you'd be home for supper
But you didn't get in until eight.
Were you out with the boys drinking?
Are you being disloyal to me?"
"Nay, nay, 'tis not what you're thinking,
I was doing my B-E-T."

"Hello, is that you, my Johnny?
You don't come around any more,
I thought I was your honey
Whenever you went ashore.
Don't tell me you've found another;
Or don't you like poor little me?"
"I'm sorry, honest, believe me (oh brother),
I'm just doing my B-E-T."

"I must write this in a hurry,
Although I've not written this week,
But, darling, please don't you worry,
'Tis no idle pleasures I seek,
Good luck, Good health, Hope you're better,
Next week you'll hear more from me.
And now that I've finished my letter,
It's back to my B-E-T."

by Lieut. John Chekan,
La Hullose

Haida Sends Thanks for Christmas Broadcast

S. R. Kennedy, station manager and program director of CBO, the CBC station in Halifax, has been thanked by the ship's company of HMCS *Haida* for a recorded broadcast which brought to Korea the voices of wives and families back home.

The program, broadcast in the ship on Christmas Day, contained a short talk by Rear-Admiral R. E. S. Bidwell, nearly 60 messages read by navy wives and 200 messages, some in French, read by Halifax announcers from Navy wives and families.

The letter of thanks said:

Dear Sir:

On behalf of the ship's company of HMCS *Haida* I wish to express my gratitude to you and your staff who made it possible for us of the *Haida* to hear the recording of the voices of our wives and families at Christmas.

I am well aware of the time and effort involved in organizing a project such as this recording, but if you knew the happiness it brought my ship's company on Christmas Day, I am sure you would feel that your efforts were well worth while.

Thank you again. The recording was well organized and, when re-broadcast, came over the air crystal clear.

Yours truly,

Dunn Lantier,
Commander, RCN,
Commanding Officer,
HMCS *Haida*.

PACIFIC COMMAND

HMCS Algonquin

HMCS *Algonquin* was a beehive of activity in early February, with shipyard workers racing against time and the advance party loading stores in preparation for commissioning day, February 25.

A guard, consisting of men from the advance party and supplemented by

men from HMCS *Crescent*, trained diligently for the ceremonies.

Busy though it was, the advance party was able to find time for sports activities, including bowling, basketball and hockey. The ship's hockey team was coached by CPO Frank Lowe.

The ship's company is enthusiastic about the *Algonquin's* facilities, which include an ice cream-making machine, modern laundry and steam press. Meals are prepared in an electrical and stainless-steel galley; each bunk has a foam-rubber mattress and individual reading lamps.

Aldergrove Radio Station

Men may come and men may go, but Aldergrove Naval Radio Station is still on the air.

Among recent departures was that of PO E. A. Wareham for duty in the Far East.

Four leading hands have gone to HMCS *Cornwallis* for their P2CR2 qualifying course. They are Leading Seamen G. V. Gallagher, M. L. Millar, W. R. Stephens and R. S. Wilkins.

Newcomers to Aldergrove include PO K. M. Hurl, Ldg. Sea. L. J. Milton and Able Seamen E. J. Sheplaw, E. L. Rodgers, Donald Kingdom, M. W. Reed and L. R. Edmonds.

AB E. M. Doyle has been drafted to HMCS *Chippawa*, Winnipeg's naval division.

Off to HMCS *Naden* for duty or disposal were Leading Seamen K. R. Bjornhahl, J. R. Moore, F. M. Tyler, J. W. Jewell and R. J. Kukucha, and Able Seamen C. V. Carlson, J. M. R. Malfair and J. A. Yakabuski.

HMCS *Antigonish*

Five busy weeks of training and two weeks in the tropics lay behind HMCS *Antigonish* when she put in at Esquimalt on February 22.

The *Antigonish*, in company with HMCS *Beacon Hill*, began the first West Coast training cruise of the year on January 19, spending three days in Vancouver Island waters before heading for the open sea and Hawaii.

On board the *Antigonish* were 13 junior officers and 19 ordinary seamen trainees. The junior officers, who joined from HMCS *Ontario*, were accommodated in the after chartroom and gunroom and learned before the cruise was over that one can gain a lot of experience even in a frigate.

The ships reached Pearl Harbour on February 2. Three days there gave everyone on board an opportunity of seeing the U.S. Naval Base and world-famed Waikiki Beach.



Lieut.-Cdr. J. W. McDowall, commanding officer of HMCS "Beacon Hill", is presented with the key to the Hawaiian city of Hilo by Mayor W. Kaeloka, of Hilo. Looking on is Mrs. Kaeloka. The presentation was made when the "Beacon Hill" and HMCS "Antigonish" paid a short visit to the island city during their training cruise to Hawaii in January and February. (BH-5).

On the morning of February 5, the frigates sailed for Kealakakua Bay where a wreath was laid on Captain Cook's memorial.

Late in the afternoon of the same day, the ships left for Hilo, another tropical city, where they again anchored. They spent six days in intensive training there, with ample opportunity during off-duty hours to tour the island. The townspeople of Hilo were exceptionally hospitable and opened their doors to officers and men.

Hilo was left behind with much regret on February 13, with the ships turning homeward for Esquimalt.

Two appendicitis cases occurred on board during the cruise. AB R. A. Norman was put ashore in Pearl Harbor for hospitalization and AB Frederick Custaloe in Hilo. Both have made good recovery.

NAVAL DIVISIONS

HMCS *Queen* (Regina)

Tenders for the supply and erection of structural steel for HMCS *Queen's* first permanent divisional headquarters building were called in February.

Since the war, *Queen* has been housed in old army huts, remote from water, at

the Exhibition Grounds. The new structure, a modern, two-storey steel, concrete and brick building, will be located by Wascana Lake, across from the Legislative Buildings. Construction is expected to begin this spring.

Social activities have included a smoker and a Sadie Hawkins party in the Chief and POs' Mess, the latter affair arranged by the Ladies' Auxiliary. Also well attended was a smoker in the Seamen's Mess.

A successful skating party was sponsored by the Wardroom Ladies' Auxiliary.

A Saturday afternoon flypast was staged in Regina by six aircraft of VS-881 and VF-871 Squadrons of the 30th Carrier Air Group. Four Avengers and two Sea Furies took part in the display. The aircraft came from the Canadian Joint Air Training Centre, Rivers, Manitoba, whither they had flown from Dartmouth to take part in Exercise Assiniboine.—C.E.B.

HMCS *Star* (Hamilton)

A leadership course for officers, chiefs and petty officers was launched at HMCS *Star* early in the year with a lecture by Dr. E. T. Salmon, lecturer at McMaster University and well-known radio commentator.

Dr. Salmon spoke of the qualities which a good leader must possess and stressed the great need today and in any future war for the highest standard of leadership at all levels.

The good attendance and keen interest shown at the early sessions of the course gave promise that it would be one of the most successful training schemes carried out at the Hamilton division. Much hard work was put into preparations for the course by Lieut.-Cdr. (SB) G. T. Munn and Lieut. T. W. M. Leith, staff officer (training).

The ship's newspaper, "Stargazer", has reappeared under the editorship of Ord. Wren Joyce Carpenter, assisted by Ord. Wren Noreen Stewart. Former members of the ship's company have been invited to write to the editor for copies.

HMCS Nonsuch (Edmonton)

It took a tug—but not the sea-going kind—to put the 40-foot scale model of HMCS *Iroquois* on display in Edmonton.

A "berthing party" from HMCS *Nonsuch* had (and fledged) the assistance of a crane to get the model through a second-storey window of the Woodward department store, where it was on display for two weeks. PO Frank Quiring directed operations from below.



Ever try to navigate a destroyer through a second-storey window? The ship in question was the 40-foot model of HMCS "Iroquois" which went on display on the second floor of Woodward's department store in Edmonton recently. It took a mobile crane and a "berthing party" from HMCS "Nonsuch" to solve the tricky pilotage problem. (Photo by Laddie Ponich, Edmonton).

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The naval display was officially opened by the Hon. J. J. Bowlen, Lieutenant-Governor of Alberta. Also present were four Edmontonians who served on board the *Iroquois* during the Second World War. They were Surgeon Commander J. D. Ross, principal medical officer of *Nonsuch*; Surgeon Commander Walter C. Mackenzie, Ret'd., Lieut.-Cdr. L. J. D. (Len) Garrett, gunnery officer at *Nonsuch*, and ex-CPO Victor Falkenberg.

Others present for the ceremony were Commander George P. Manning, commanding officer of the division, Air Vice-Marshal George R. Howsam, Alberta's civil defence co-ordinator, and civic representatives.

HMCS Malahat (Victoria)

A number of changes of personnel have taken place in *Malahat* recently. Lieut.-Cdr. John Garrard has been confirmed as executive officer and Lieut.-Cdr. Harry Ferne is now staff officer. Lieut.-Cdr. Jack Davie is the division's new training officer, while Lieut. Alban Bowes has been appointed commanding officer of the Victoria College University Naval Training Division, tender to HMCS *Malahat*.

Congratulations have been extended to CPO Philip Deacon, who was recently presented with the Long Service Medal.

In making the presentation before an assembly of the ship's company, Commander G. A. Victor Thomson, commanding officer, paid tribute to "Chief" Deacon for his long naval service, fine record and valuable contributions to his division.

Malahat's training ship, the minesweeper *Sault Ste. Marie* (Lieut.-Cdr. B. T. R. Russell), is currently back with the Royal Canadian Navy, taking part in training programs for permanent force personnel. By early April, however, it is expected that she will be returned to the reservists, who are anxiously awaiting resumption of week-end training cruises to nearby Canadian and United States ports.

Among highlights of the division's recent social calendar was the annual Valentine's dance, held at divisional headquarters February 13. Arrangements were made by Wrens Beverley Smith and Beulah Muir, assisted by CPO Walter Burch.

Rear-Admiral W. B. Creery, then Flag Officer Pacific Coast, paid an informal visit to *Malahat* to chat with the division's officers on the eve of his departure for Ottawa to assume his new appointment as Vice-Chief of the Naval Staff.—R.W.

HMCS Montcalm (Quebec City)

HMCS *Montcalm's* recruiting campaign has been meeting with unexpected success. The likelihood now is that the division's targets for both men and Wrens will be reached and possibly passed.

The successful conclusion of the campaign will be observed by a party which will be given for the whole of the ship's company by a retired naval officer.

The commanding officer of *Montcalm* has been promoted to the rank of acting commander. Fellow officers recognized the promotion by buying Commander W. G. Mylett his first "brass hat". He reciprocated as host at the traditional wardroom gathering.

HMCS York (Toronto)

The precision and smartness of the Guard of Honour on the occasion of the visit of Their Royal Highnesses Princess Elizabeth and the Duke of Edinburgh a year and a half ago were evidenced again when HMCS *York* mounted the guard for the opening of the Ontario Legislature.

Formed around a hard core of veterans of the Royal Visit ceremonial, the guard was brought up to strength by new entries who put in extra hours of drill.

The guard was complimented by His Honour the Lieutenant Governor, Louis O. Breithaupt, on its fine performance.

Two field gun crews of UNTD cadets, under Lieut. Frederick E. Walden, plus the York band conducted by Commissioned Officer D. A. Moir, made the opening ceremonies an all-Navy show for the first time in Ontario's history. The guns' crews fired the traditional 15-gun salute.

The guard was trained by CPO Harry Catley and CPO Les Mowry and the field gun crews by CPO Len Rutherford.

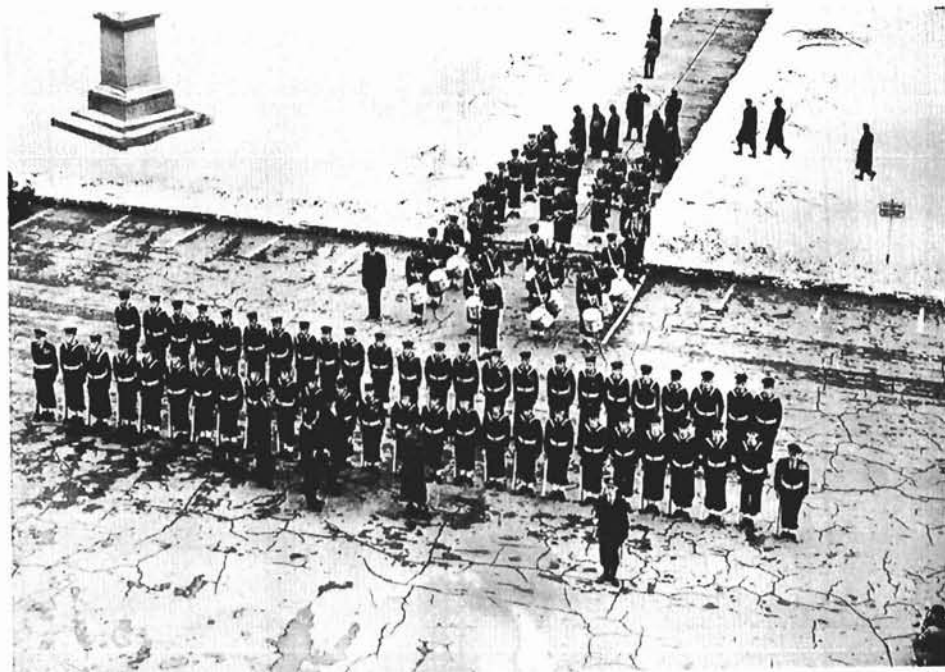
Recent visitors to HMCS York included Captain V. A. Wight-Boycott, RN, Senior Naval Liaison Officer, United Kingdom, and Commander (E) H. W. Findlay, RN, who are stationed in Ottawa. They were taken on a tour of the ship by the commanding officer, Captain R. I. Hendy, while classes were in progress.—R.R.

HMCS Hunter (Windsor)

Personnel of HMCS Hunter participated in two interesting and instructive tours in recent weeks.

The first of these was a tour by members of the engineering branch through part of the Canadian Industries Limited plant at Windsor, followed by a supplementary lecture a week later.

Engineering personnel and others joined in a tour, proposed by PO Floyd Noble, to Greenfield Village, at Dearborn, Michigan. A bus was chartered



His Honour the Lieutenant Governor of Ontario, Louis O. Breithaupt, inspects his Guard of Honour from HMCS York at the opening of the Provincial Legislature. Officer of the guard was Lieut. Bryce Ewens, with Sub-Lt. John S. Kerr as second officer of the guard.

to travel to the village, which was created by the Ford Foundation as a treasure-house of objects of historical interest.

The ship's company found that it paid to brave the hoodoos of Friday the 13th when they chose the date for a hearts-and-flowers Valentine dance. The largest crowd yet to attend a dance in Hunter enjoyed the event.—E.L.D.

HMCS Tecumseh (Calgary)

Air training has been introduced at HMCS Tecumseh and nearly 30 recruits have enrolled to take the course.

Lieut. (AE) John A. Nicas is the air technical officer in charge of instruction. In civilian life, he is chief aeronautical engineer at Canadian Pacific Airlines Repairs Ltd.

His assistants are Lieut. Donald McDiarmid, CPO M. McCubbin and CPO J. S. Wright. Both chiefs have an extensive background of air branch experience.

The social side has been well taken care of by a ship's company dance on the drill deck and by a tri-service party for women of the reserve units of the three services in Calgary. Held in the auditorium of 403 Squadron, Calgary, the latter affair was contributed to by Wrens, CWACs and Airwomen. Tecumseh's Wrens staged a humorous skit. Wrens Eleanor Angus and Kolleen Keith were in charge of arrangements for the naval division.—C.S.J.L.



The annual mess dinner of the Chiefs and POs of HMCS "Griffon" had an international and inter-service air about it, with most of the out-of-town guests coming to Port Arthur from Duluth, Minnesota. Accompanied by their wives, they included members of the Coast Guard, Marine Corps and U.S. Naval Reserve. In the picture, unless otherwise indicated, personnel are from "Griffon".

Front Row: PO N. Lilley; Master Sgt. F. Wilks, USMC; RSM R. McLean, LSR; Lieut. J. F. Ewing; PO J. Goodfellow; PO L. Vance, and CPO H. Gold, Mess President.

Second Row: PO G. Dennis, USCG; PO H. Alexander, USCG; Lieut. T. C. Luck; CPO N. Nockes, Chippawa; CPO C. Gilrain, Chippawa; CPO W. R. Morton, CPO R. Newsome, CPO W. Krulicki.

Third Row: RSM J. Hutton, RCA; PO J. Maxwell; PO A. Aiken, USCG; PO A. Blackburn, USCG; CPO H. Boynton, USNR; PO R. Tornblom; PO R. Hagglund; CPO N. Jeffs; CPO A. Jaeger; PO W. Moultrie, USNR; CPO H. Rend, USNR; CPO R. Rimmer, RCN, Churchill.

Back Row: PO R. Blaikie, Sgt. R. Kelly, RCAF; PO J. Elder, CPO W. Ogilvie, CPO H. Gill, CPO W. Mussel, USCG; CPO L. Laine, USCG, Duluth.

Absent at time of photograph were CPO D. Rimmer, CPO H. Gothard and CPO T. Drombolis, all of "Griffon". (Photo by Graphic Arts Studio, Fort William.)

HMCS Griffon (Port Arthur)

The fourth annual banquet of the Chief and Petty Officers' Mess of HMCS Griffon was a "hands-across-the-border" event. The guest list was swelled by the presence of members (and their wives) from the CPOs' Coast Guard Group and POs' Mess of the USN Reserve Training Centre, Duluth, Minnesota.



The Navy Plays



Dockyard Wins First 1953 Golf Competition

The HMC Dockyard team won the George Cole Sports Shop Trophy with a ten-point victory over HMCS Ontario during February at the Gorge Vale Golf Club, Esquimalt.

It was the first competition to be held by the Royal Canadian Navy Golf Association in 1953.

CPO G. D. McIntyre took low gross honors with a card of 88 while CPO Malcolm Butt had the low net of 63.

Individual prize winners also included: Lieut. William Hibbert, kicker's handicap; Captain (S) H. A. McCandless, low hidden hole, first nine; Lieut.-Cdr. E.V.P. Sunderland, low hidden hole, second nine, and CPO David Naysmith, consolation.

Boxing, Swim Teams Train at Stadacona

HMCS Stadacona's boxing and swimming teams have been stepping up their training in recent weeks in preparation for forthcoming meets. The boxing team has its eyes on the C. E. Hand Trophy tournament, between Stadacona

and Shearwater, and the Atlantic Command Boxing Championships. Ldg. Sea. Bernard (Spud) Hughes is training the boxers.

The swimming and diving team is working out nightly under the watchful eye of PO Richard Evans. A meet was held February 27 at Acadia University, Wolfville, and more are scheduled for the near future.

Navy Pucksters Divide League, Exhibition Games

With one game left to play, the Navy entry in the Victoria Commercial Hockey League needed a victory over Individuals to break a tie with Army for third place in the standings. In the event of a loss, Navy was to play off with Army to decide third place.

In league games played during February, the sailors defeated Army 6-4 and were shut out 5-0 by the league-leading Merchants. Navy travelled to Kelowna for an exhibition contest with the Kelowna Rutland Rovers and came away with an 8-3 victory. Another exhibition game resulted in a 4-2 loss to Victoria Individuals.

HQ Badminton Club Holds Tournament

Mrs. E. S. Baker and Lieut. R. P. Mylrea were winners of the ladies' and men's divisions in the mid-season tournament of the Naval Headquarters Badminton Club, held at HMCS Carleton during February. Mrs. Kay Turner and Commander (SB) A. O. Solomon were runners-up.

The tourney was held February 6 and 13 at Carleton and was climaxed by a social evening and buffet in the wardroom of the naval division on the latter date. Final matches for the season will be held in early April.

Formed during the war, the club numbers about 50 members and includes naval officers and civilian employees in naval headquarters, their wives and friends. Commander (SB) D. C. Elliott is president, Commander Solomon is secretary treasurer and Lieut. (S) G. R. Monckton is playing captain.

Stad Hockey Teams Seek Playoff Berths

With the playoffs in the Stadacona Inter-part Hockey League at hand, all ten teams were battling for berths in the post-schedule series. At a recent meeting to discuss the playoffs, it was decided that the first four teams would get the green light into the semi-finals.

With six games remaining, MTE, Supply, Electrical "A" and Gunnery-Ordnance held the first four spots, with Electrical "B" and Part Ship in threatening positions.

Wardroom and JOTLC teams withdrew from the league before the end of the schedule.

RCN Officer Chosen For RN Ski Team

A RCN officer, Lieut. (E) (A/E) (P) K. M. Meikle, was a member of the Royal Navy ski team in the Inter-service Ski Meet, in competition with the RAF and Army at St. Moritz, Switzerland, February 4. The RN team placed third and Lieut. Meikle's individual placing was 15th in slalom and 11th in the downhill.

Lieut. Meikle, whose home is Ottawa, has previously skied for Glebe Collegi-



Stokers won the championship of the HMCS "Quebec" Inter-Part Hockey League. Members of the victorious team are pictured above, front row, left to right: Able Seamen Jacques Miron, coach; Jean-Marc Blanchet, Stanley Spark, Rudy Grette and Peter Kelley. Second row: AB Charles Clarke, Leading Seamen D. Hillis, Douglas Cole and Eric Cole, AB John Keresman and CPO Robert Young manager. Rear row: AB Basil Pierce and Ldg. Sea. Herman Restan, captain. (QB-629).

ate in Ottawa in 1942-44 and for Queen's University, Kingston, in 1946-49. He captained the Queen's ski team during the 1948-1949 season. He had completed flying courses in the U.K. just prior to receiving leave to ski with the RN team.

Two Teams in Race For Hockey Honours

With but four games remaining, the battle for second half honours in the HMCS *Naden* Inter-part Hockey League was between MTE, first half winners, and Supply School "A", first half runners-up.

In second half play, the MTE had a record of five wins and one loss, while Supply School "A" had four wins to its credit and two games yet to play. MTE's only defeat in the second half came at the hands of Supply School "A" by a 1-0 score.

Hunter Breaks Even In Basketball Play

HMCS *Hunter's* basketball team has been batting .500 in games against the Windsor City Firemen and Chrysler's, having lost three games (two by only one point each) and won three.

Inter-divisional hockey league games have continued to build up considerable excitement.

Chiefs and petty officers of *Hunter* have been competing with sergeants from Windsor's three Army units on the shooting ranges and have been doing well.—E.L.D.

Ordnance School Bowlers Lead Inter-Part Loop

The Ordnance School has been holding its own in the inter-part sports program at Naden, with bowlers and hoopsters maintaining the honour of the school.

The basketball team won four straight games before losing to Supply School "A" and the school team has stayed well out in front in the bowling league.

The weak point has been the hockey team, which went down to a good-natured 7-1 defeat before the onslaught of HMCS *Ontario's* aggregation.

Tecumseh Shows Well In Service League

Four victories in five starts was the impressive beginning made by HMCS *Tecumseh's* hockey team in the Calgary Garrison League. The opposition has been provided by teams from the regular Army and RCAF units stationed in Calgary.

Mild Weather Hampers Coverdale Hockey Program

New Brunswick's mild winter cut into the hockey season at Coverdale Naval Radio Station, but on the occasions when the team was able to get on the ice it put up a creditable showing.

Team morale was riding high after a 9-6 win over Albert Town and a 4-3 victory over last year's bitter rivals, the RCAF.

If the ice was too soft at times for hockey, it didn't hinder broomball. Leading Seamen and below defeated Chiefs and POs 3-1 on the open-air sheet, while Communications downed Miscellaneous 4-0 in another broom battle.



Wren Dorothy Smith draws a bead on the target at HMCS "Naden's" indoor rifle range and Wren Elizabeth Paterson awaits word on the result from CPO Walter Burch, team captain. The three are members of HMCS "Malahat's" rifle team in which most of the sharpshooters are Wrens. The Victoria naval division team is competing in two nation-wide contests, the interdivisional competition and the small-bore event sponsored by the Dominion of Canada Rifle Association. (Victoria Colonist Photo).

The Wrens' basketball team has been making slow but sure headway in the Women's Open League. The Wrens are also putting up stout competition in the weekly rifle practices.

Naval Boxers Compete in West Coast Tournaments

Two Navy boxers took part in a Greater Victoria Amateur Boxing Association fight card held at the Canadian Legion Hall, Victoria, on January 24. Ord. Sea. "Pat" Gusway, 114 pounds, decided Lloyd Tahouney of Victoria and Ldg. Sea. Jerry LeBlanc, 135 pounds, lost a close decision to a Vancouver fighter.

The RCN was represented at the Vancouver Diamond Belts on February 6 and 7 by Ldg. Sea. LeBlanc, who lost a close decision to the Diamond Belt runner-up in the lightweight division.

The Naden Boxing Club has five men training five days a week under POs Alfred Aylward and Roderick Bolt.

Basement for York In Service League

Army's well-deserved and spectacular 6-3 victory over RCAF in the Toronto Inter-Service Hockey League had the unfortunate effect of tumbling HMCS *York's* team into last place.

During February, *York* lost to the league-leading RCMP team 11-1 and took an almost equally severe plastering from the RCAF, 10-1. Next to RCMP at the end of league play was RCAF, with Army in third place two

points ahead of *York*. The RCMP came through the season with 11 wins, a tie and a loss.

York's pucksters were cheered by a 4-2 win over HMCS *Cataraqui* in the Inter-Divisional League. One game remained to be played in this loop, against HMCS *Prevost*, which handed *York* a 4-1 loss in a recent game at Ingersoll, Ont.

Badminton has become a passion with the permanent staff at *York*, and the drill deck is the scene of many spirited contests during off-duty hours.—D.P.

Star Gains Playoffs In Local Puck Loop

HMCS *Star's* hockey team picked up enough momentum in January to assure itself of a playoff spot in the Hamilton Industrial League. Of five games played during the month, the *Star* pucksters won two, tied two and lost one.

Star won two of three games in the Inter-Divisional League, defeating *Hunter* 8-5 and *Prevost* 10-1, then bowing to *Prevost* by a 6-3 score. At the end of January, *Star* was at the top of the league.

The rifle team is now a going concern and has entered both DCRA and inter-divisional competitions.

Saint John Hoopsters Top Stad Tournament

An invitation volleyball tournament was held in the Stadacona Gymnasium on February 21. Eleven teams competed and 63 games were played. The Saint John (A) team was unbeaten in the round-robin schedule, lost only one game in the semi-finals and defeated RCAF Halifax in two straight games in the final.

Air Force Undefeated In Shearwater Hockey

The Shearwater Inter-Part Hockey League is in the last half of its schedule and the undefeated RCAF entry is firmly entrenched in first position. Closely behind are the Civilian and Electrical teams, each of which has lost only one game.

Three Teams Tied In Volleyball League

Air Stores, SNAM and Observers are at present tied for top position in the Inter-Part Volleyball League at *Shearwater*. Competition has been close in this league, with six games a week being played. An all-star team from *Shearwater* entered the invitation tournament held in *Stadacona*.

The Officers' Wednesday League is currently dominated by the unbeaten Executive entry. TAG and Supply run a close second.

Final Game Decides Naden Hoop Title

Supply School "A" came through in the pinch to top the Naden Inter-Part Basketball League with an undefeated record. In their last game of the league schedule the Supplymerf were drawn against Ordnance, who likewise had won all their games up until then. The final score: 67 to 42 in favor of Supply.

Navy Cagers Third In Halifax League

The *Stadacona* entry in the Halifax and District Senior Basketball League split a ten-game schedule with five wins and five losses.

Stadacona Marksmen Break Team Record

It was a big day for marksmen at HMCS *Stadacona* when, on February 20, the senior rifle team broke the standing indoor rifle team record of 485 with a score of 487 out of a possible 500.

The old mark was set by *Stadacona* and equalled by the Princess Louise Fusiliers in 1947.

Individual scores were as follows: CPO E. A. Moore, 99; PO George Lauder, 99; Commissioned Gunner, J. E. Abraham, 97; CPO Jack Wolf, 96; CPO Lyle Millward, 96.

The team ended up in third place in the final standing and won the first game of a two-game total-point series with the first-place Acadia University, 50 to 45. The second game is scheduled for the near future, with the winner playing Yarmouth for the Nova Scotia championship.

TAS School is leading the *Stadacona* Inter-part Basketball League with 24 points.

Stadacona, Shearwater In Hockey Playoffs

HMCS *Stadacona's* entry in the Halifax and Dartmouth Senior Hockey League finished in second place after a very successful season. The team was to meet Dartmouth Royals in the semi-finals while St. Mary's University played HMCS *Shearwater*.

Supply Setting Pace In Volleyball Loop

Supply was leading the Inter-part Volleyball League at *Stadacona* as the schedule drew to within three games of the finish. Gunnery-Ordnance "A" was in second place and three teams were tied for third.

Special Recognition

The Pacific Command won special recognition in the international contest for the best municipal Fire Prevention Week program. This contest is held annually and is sponsored by the Fire Prevention and Clean-Up Campaign Committee of the National Fire Protection Association.

Aid in Search

Early in February two West Coast ships aided in the fruitless search for a missing RCAF Dakota aircraft in the waters off Lasquette Island, near Nanaimo. The ships were HMCS *Cedarwood* and HMCS *Porte Quebec*.



"Haida" Division topped the team scores in the first swimming meet to be held in the newly opened gymnasium at "Cornwallis". Members of the team are, left to right: Ordinary Seamen Andre Labonte, Roy Paquette, Paul Bousquette, Les Cove and Garth Burgess; AB Paul Potvin, instructor; Ordinary Seamen Paul Simpson, Harry Coldwell and Guy Joudry. (DB-2402).

LOWER DECK PROMOTIONS

Following is a further list of promotions 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, George W.	P2DV3
AMELL, Allan J.	LSRPS
ANDREWS, William A.	C2MR3
ARTHURS, Edward S.	LSSM1
AUSTIN, Walter C.	P2SM2
BAKER, Gordon A.	C2SM3
BALLENDINE, Allenby K.	LSPW1
BARKER, Douglas W.	C1G13
BARR, Ross A.	LSSM1
BELL, Robert S.	LSSM1
BELLAMY, Paul A.	P2SM2
BIGNELL, Verle L.	P1SM2
BILLEY, William	LSSM1
BLACK, Alan L.	LSSM1
BLACKSTOCK, David W.	LSAAS
BLANCHARD, John E.	LSQRS
BLANCHET, Jean-Guy	LSSM1
BOARD, Gordon E.	C1T13
BOARD, Norman F.	C2SM3
BOOTH, Bentley A.	LSAAS
BOSCHEE, Raymond G.	LSSM1
BOWDEN, Arthur	C1SH4
BRADEN, Robert A.	LSSM1
BRAYTON, Archibald	P1ER4
BREADMAN, Donald L.	LSRPS
BRIGGS, Stanley G.	C1G13
BRISDON, John H.	P1ET4
BROOKS, Irvine C.	P2QR1
BROWN, Gordon R.	LSBD2
BROWN, James R.	LSSM1
BRYAN, Robert R.	P2RP1
BRYANT, Sidney D.	P1ET4
BURKE, Lloyd D.	LSLR1
BURRELL, James W.	P2BD3
CAINE, Michael P.	P2AA1
CAISSIE, Edmund J.	LSSM1
CALVERLEY, Frank	LSSM1
CAMPBELL, Samuel B.	LSSM1
CARPENTIER, Jean-Guy	LSSM1
CARSTAIRS, James M.	LSSM1
CARTER, Robert D.	C1G13
CASS, James A.	LSSM1
CHAISSON, Wilfred J.	LSSW1
CHOUINARD, Jacques J.	LSAW1
CLARKE, John W.	LSSM1
CLAY, Ronald W.	LSBD2
CLEMENTS, Albert S.	C2QR2
COCHRANE, Wilfred J.	LSSM1
CODLING, David A.	LSSM1
COLEBOURN, Edgar H.	P1RP1
COLEMAN, Elvin M.	LSAA1
COLLINS, Donald	P2BD3
COMEAU, John J.	LSCK1
CONNOLLY, James F.	P1DV3
COOPER, Ralph	LSAAS
COOTE, Henry J.	LSQRS
CORAY, John A.	LSSM1
CORNELIS, John J.	LSSM1
CORR, Douglas J.	P2SM2
COUGHLIN, Gerald R.	P1SM2
CRAMMER, William O.	P1QR1
CROWHURST, Donald W.	C2MR3
CRISP, Nelson W.	C1MR3
CRUIKSHANK, George K.	LSCS2
CUTLER, Beatty H. D.	P1ET4
D'AOUST, Stanley	LSSM1
D'AOUST, William M.	LSQMS
DARTNALL, Edward W.	LSRPS
DAVIS, Thomas	C1SM3
DAWE, Thomas A.	C2SM3
DAWSON, Alexander R.	LSSM1

DEANS, Alfred E.	C2SH4
DENNENY, Patrick J.	LSSW1
DOANE, James M.	P2BD3
DONALD, Murray	P1QR1
DRUGGETT, Kenneth W.	LSQMS
DUFF, Lloyd D.	P2BD3
DUFF, Robert	LSSM1
DUFFY, William C.	LSTD1
DUPONT, Roy J.	LSSM1
DUPUIS, Regean J.	LSSM1
DUTNALL, William K.	LSSM1

EASTERBY, Donald A.	LSSM1
EISAN, Earle J.	LSCK1
ELLIOTT, Ronald E.	LSQMS
ELSTONE, Thomas E.	C1T13
EVANS, Merle W.	LSTD1
EVANS, Richard J.	P1P11
EWEN, Donald R.	LSAA1

FAULKNER, Bruce W.	LSSM1
FENNELLY, Leo J.	LSRPS
FERGUSON, Albert R.	C2ER4
FERGUSON, Cecil E.	C2P13
FINNEGAN, Thomas E.	LSRPS
FLUSKY, William H.	P2SM2
FORD, John E.	P2QR1

FOREMAN, Herbert W.	C2SM3
FORREST, James D.	LSSM1

GALE, John S.	LSQMS
GARDNER, Ernest J.	LSSM1
GAUTHIER, Martin J. R.	LSQRS
GEIZER, Arthur C.	C1QM2
GIBBONS, Frank	LSMA2
GILES, Clifford E.	C1Q13
GODARD, George J.	LSSM1
GODMAN, Robert W.	P2SM2
GONEAU, Leo A.	LSQR1
GORDON, Charles A.	P2PH2
GORHAM, Richard K.	LSQMS
GRAHAM, William R.	LSAAS
GREEN, Donald E.	LSSM1
GREENGRASS, Charles F.	LSQRS
GROSSMAN, Henry	C1SM3

HACHEY, Francis E.	LSTDS
HACKING, Wallace W.	LSQMS
HALL, Matthew J.	C2MR3
HALL, Robert R.	LSTDS
HAMILTON, George F.	LSSM1
HANDLEY, John F.	C2SM3
HANNAFORD, Arthur J.	C2MR3
HANNAM, Jack	C2G13
HARMER, Dennis R.	LSSM1
HAYWARD, James S.	P1SM2
HAZELDEN, Russell F.	LSSM1
HEALY, Donald E.	LSSM1
HENSON, Selborne K.	C2MR3
HEWLETT, William J.	LSRPS
HIBBERT, Russel T.	LSSM1
HOGAN, Francis P.	P1ET4
HOLWERDA, Andrew	C1ER4
HOOD, Donald F.	LSSM1
HOPE, John K.	LSSM1
HOWELL, Jack P.	C1ER4
HUFF, Donald C.	LSTDS
HUTCHESON, William G.	LSSM1

JACKSON, Clifford A.	C2ER4
JANEWAY, Frederick C.	P1TD1
JARDINE, Alexander S.	C2MR3
JARDINE, Willis C.	P1SW2
JEFFRIES, John J.	C2MR3
JOHNSON, William J.	P2M02
JONES, Keray	LSRPS
JONES, Robert E.	LSCK1
JONES, Walker R.	C2SM3
JORGENSEN, Lysle C.	P1SM2

KENDRICK, Daniel C.	LSSM1
KENNY, Thomas W.	C1ER4
KINCH, George F.	C2PT2
KIRBY, Walter A.	LSSM1

LAKEY, Larry H.	LSSM1
LAPLANTE, Colonel K.	LSTDS
LAWLER, Karl E.	LSSM1
LAVOIE, Eudore A.	LSSM1
LINDSAY, John P.	C1ER4
LINKLETTER, William C.	LSTD1
LOUCKS, Kenneth W.	LSSM1
LUNDIHN, Gilbert D.	LSQR1
LYNETT, William A.	LSSM1

McAUSLAND, Harvey R.	P2QR1
McCAUL, Thomas P.	LSSM1
McCLOY, Vincent	P1SM2
McDOWALL, William	P1ER4
McILROY, Clifford B.	C2SM3
McKAY, Frank L.	P1P13
McKAY, John R.	P1SM2
McLAUGHLIN, John A.	LSTD1
McNAUGHTON, William L.	LSPH1
McNEIL, Ralph E.	LSRPS
McNEVIN, Sidney R.	P1AA1
MacLEOD, Kenneth R.	LSAA1
MacRITCHIE, Murdo M.	P1SM2

ZEEBRUGGE

(April, 1916)

The shade of Admiral Nelson
From his phantom quarterdeck,
Did call to Richard Grenville,
"Come, leave for once the wreck
The Spaniards made of your *Revenge*
And sit wi' me, and boast
Of certain latter sailor-men
Whose fame I'd have you toast.

That Yangtse ship, our *Amethyst*—
Now there's a yarn would shake
The very souls of seadogs
Sir Walter, Hawkins, Drake.
These younger fellows, Grenville,
This breed of our own blood
Can top all sea manoeuvres
Since Noah rode the flood.

And, Dick what better man than you
To judge a well-fought day
As we sea-ghosts feted Fegen
And his crew of Jervis Bay.
Yet sure for rash audacity
Zeebrugge holds first place
When the land we lived (and died) for
Played the deuce—and took an ace.

Our Jack-tars in a harbor
Without support to rear
And (just as yours and mine did)
A-hurling jests at fear.
Some died in tangled deck-heap
But they dammed a nation's shipping
And they thrilled an Empire's soul.

With Bruges and Ostend raging
At that sudden fierce attack
The channels (plugged wi' concrete)
Saw, what was left, limp back.
Zeebrugge's men were OURS, Dick,
The same, wild, careless breed
The same old daring courage
The same old shellback's creed.

Here's a toast, Sir Richard Grenville,
To bless the decks they tread;
May God protect their living,
And Neptune guard their dead."

by Herman Lordly.

MACKIE, Norman R.....C2SM3
MANN, Dennis H.....C2TI3
MARR, Vincent J.....LSRPS
MARRIOTT, Roy E.....LSTD1
MARSH, David S.....LSRCS
MARSH, Richard G.....C2GI3
MASSON, Thomas E.....LSRPS
MEISNER, Arthur F.....C1QI3
MILBERRY, William L.....LSRPS
MELOCHE, Alvin L.....LSPH1
MERRILL, Arthur F.....LSSM1
MILLER, William P.....LSSM1
MILLS, Walter E.....C2SM3
MOLYARD, John M.....C2SM3
MONCUR, Barrington I.....P2BD3
MORSE, Robert L.....P2SM2
MORTON, Stanley W.....LSSM1
MUSCLOW, William H.....LSSM1
MURRAY, Colin A.....LSSM1
MYERS, Lloyd G.....C1GI3

NICHOLLS, John H.....PIET4
NICKERSON, Clinton R.....LSTD3
NOBLE, Charles E.....C2TA4
NOSEWORTHY, Frank A.....LSSM1
NURSE, Joseph E.....C1ER4

O'BRIEN, Lawrence E.....C2PT2
O'CONNELL, Albert N.....C2SM3
OLIVER, Arthur M.....P2SM2
OLLERHEAD, Alfred V.....LSSM1
OLSEN, Einar T.....LSLRS
OLSON, Carrol A.....P1QM2
ORTON, Lawrence A.....P1TA3
OSTER, John I.....P1AA2

PARKES, Reginald L.....LSSM1
PERRIER, Fernand J.....LSSM1
PITTS, John M.....C2GA4
POIRIER, Joseph R.....C1SM3
POLLOCK, Thomas J.....LSSM1
POWER, Frederick J.....LSSM1

RANKIN, Angus A.....LSSM1
REDDEN, Gerald.....C1SH4
REID, Robert J.....LSSM1
REMPHREY, Alfred C.....LSTD1
REYNOLDS, Brian J.....LSEM1
ROBERTS, Edward L.....LSSM1
ROBINSON, Bruce W.....LSAA1
ROBINSON, Wilbert.....LSTD3
ROBINSON, William A.....C1GI3
ROCHON, Joseph F.....P1RP2
ROSE, Percy G.....P2TD1
RUDDY, Richard V.....LSSM1
RUMSON, Samuel W.....C1QI3
RUSTON, Richard V.....LSEM1

SCHROTH, Robert M.....LSSM1
SCHLATMAN, Orval J.....LSSM1
SCHURMAN, Percy R.....C1ER4
SEELEY, Norman J.....LSRP1

SEVERNY, Paul.....LSSM1
SHEEDY, Kenneth P.....LSSM1
SHERMAN, Kenneth L.....PISM2
SIMPSON, James D.....LSTD1
SKINNER, Lorne C.....PIQR1
SMITH, Calvin B.....LSRPS
SMITH, Frederick D.....LSAA1
SMITH, James W.....C1ER4
SMITH, Lewis J.....C2MR3
SMITH, Owen L.....LSRPS
SOUSA, Norman J.....LSSM1
SOUTHWELL, Leslie H.....C2EA4
SPOULE, William J.....LSRCS
STEWART, James G.....LSSM1
STIRLING, Patrick C.....LSTD3
STOKKE, Jerome J.....LSCRS
STONE, Ronald G.....LSSM1
STRATTON, Walter C.....LSAAS
SYKES, Douglas R.....P1QM1

TASSELL, Allan W.....C2TI3
TAYLOR, Garnet N.....LSTD3
THERRIAULT, Lucien.....LSAAS
THOMAS, Herbert A.....C1GA4
THOMAS, Robert C.....LSRPS
THOMPSON, Norman H.....PISM2
THOMPSON, Thomas L.....LSSM1
THORNBER, John R.....LSBD2
TRATT, Ronald J.....LSAA1
TURNQUIST, Alton K.....LSSM1

WAGERMAN, John L.....LSSM1
WEDGE, William J.....LSRPS
WELSH, Angus H.....C1MR3
WESTBROOK, John C.....LSQMS
WESTHAVER, Walter L.....LSAAS
WHITE, Charles J.....LSSM1
WILCOX, Earl R.....LSSM1
WILCOX, James G.....LSQM1
WILLIAMS, Hubert O.....LSSM1
WINTER, Ronald G.....P2SM2
WOOD, Frederick K.....LSSM1
WOODFORD, Kenneth H.....C2SM3
WOODFORD, Robert G.....LSSM1
WOOLLEY, Ernest G.....C1QI3

Officers Elected By Regina NOAC

W. W. Spicer was elected president of the Regina branch of the Naval Officers' Associations of Canada at the recent annual meeting. He succeeds Aubrey Hall.

Horace West was named vice-president and Sub-Lt. (W) Edith Williams of HMCS Queen was chosen secretary-treasurer.

Directors for the year will be Jack Wallace, George Rowe, Jack McKenzie and Dr. A. K. Roy;

WEDDINGS

Sub-Lieutenant Donald Carmichael, HMCS Ontario, to Miss Nora Ann Hughes, of Kingston.

Able Seaman William Hart, HMCS Stadacona, to Miss Margaret G. O'Brien, of Halifax.

Wren Doris McGlashan, HMCS Tecumseh, to Flying Officer John Martin, RCAF.

Able Seaman Alfred Nebucette, HMCS Magnificent, to Miss Ruby Bobbet, of Push-through, Newfoundland.

Able Seaman Donald S. Publicover, HMCS Shearwater, to Miss Evelyn C. Rudge, of Halifax.

Wren Ruth C. Shirreff, Naval Radio Station, Coverdale, to Mr. Ralph Cowie, of Moncton.

Petty Officer Desmond A. Studley, HMCS Algonquin, to Miss Ferne Y. Rumrill, of Calgary.

BIRTHS

To Lieutenant (S) A. R. Bray, HMCS Antigonish, and Mrs. Bray, a son.

To Able Seaman George Carlyle, Naval Radio Station Coverdale, and Mrs. Carlyle, a son.

To Petty Officer Paul Dunae, HMCS Antigonish, and Mrs. Dunae, a daughter.

To Chief Petty Officer G. E. Fieldgate, HMCS Queen, and Mrs. Fieldgate, a son.

To Able Seaman William Fraser, HMCS Antigonish, and Mrs. Fraser, a daughter.

To Sub-Lieutenant (E) C. Derek Gould, HMCS Queen, and Mrs. Gould, a daughter.

To Petty Officer R. E. Johnson, HMCS Queen, and Mrs. Johnson, a son.

To Able Seaman Timothy Kennealy, Naval Radio Station, Coverdale and Mrs. Kennealy, a son.

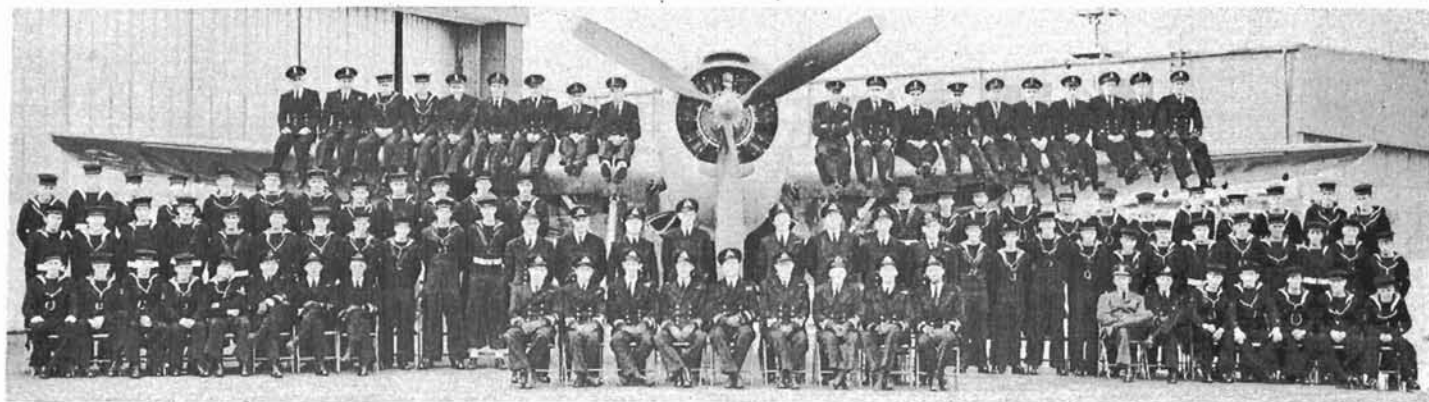
To Lieutenant George Manolescu, HMCS Tecumseh, and Mrs. Manolescu, a daughter.

To Sub-Lieutenant (S) John A. Martin, HMCS Tecumseh, and Mrs. Martin, a daughter.

To Lieutenant (S) C. N. Minty, HMCS Nonsuch, and Mrs. Minty, a son.

To Chief Petty Officer Lauriston A. Simkin, HMCS Stadacona, and Mrs. Simkin, a son.

To Petty Officer Lawrence F. Vaine, HMCS Griffon, and Mrs. Vaine, a son.



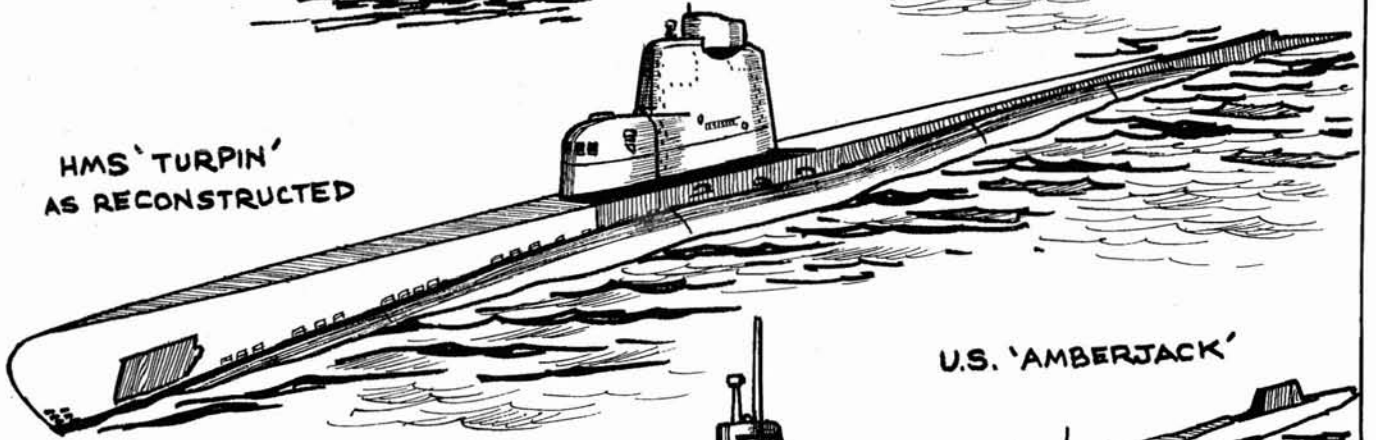
The annual aerial safari by a naval air group from HMCS "Shearwater" to the Canadian Joint Air Training Centre at Rivers, Man., was made this year by the 30th Carrier Air Group, composed of VS-881 (Avenger) and VF-871 (Sea Fury) Squadrons. Pilots, observers, air engineer officers, observer's mates and ground crew of VS-881 assembled for this photo before one of the squadron's Avengers prior to taking off for Rivers and tri-service Exercise Assiniboine. (DNS-9978).

NAVAL LORE CORNER

NO. 11
'NEW LOOK'
IN
SUBMARINES

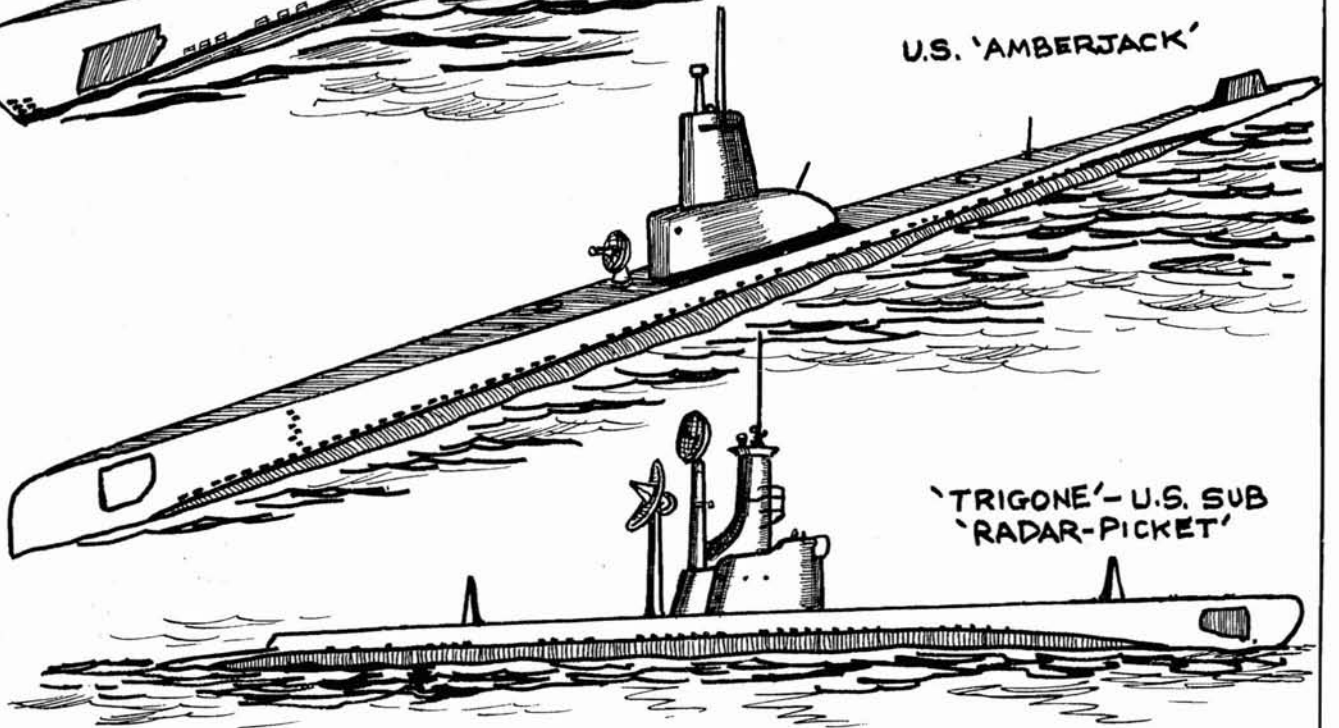


U.S. 'K-1'
SUB-KILLER



HMS 'TURPIN'
AS RECONSTRUCTED

U.S. 'AMBERJACK'



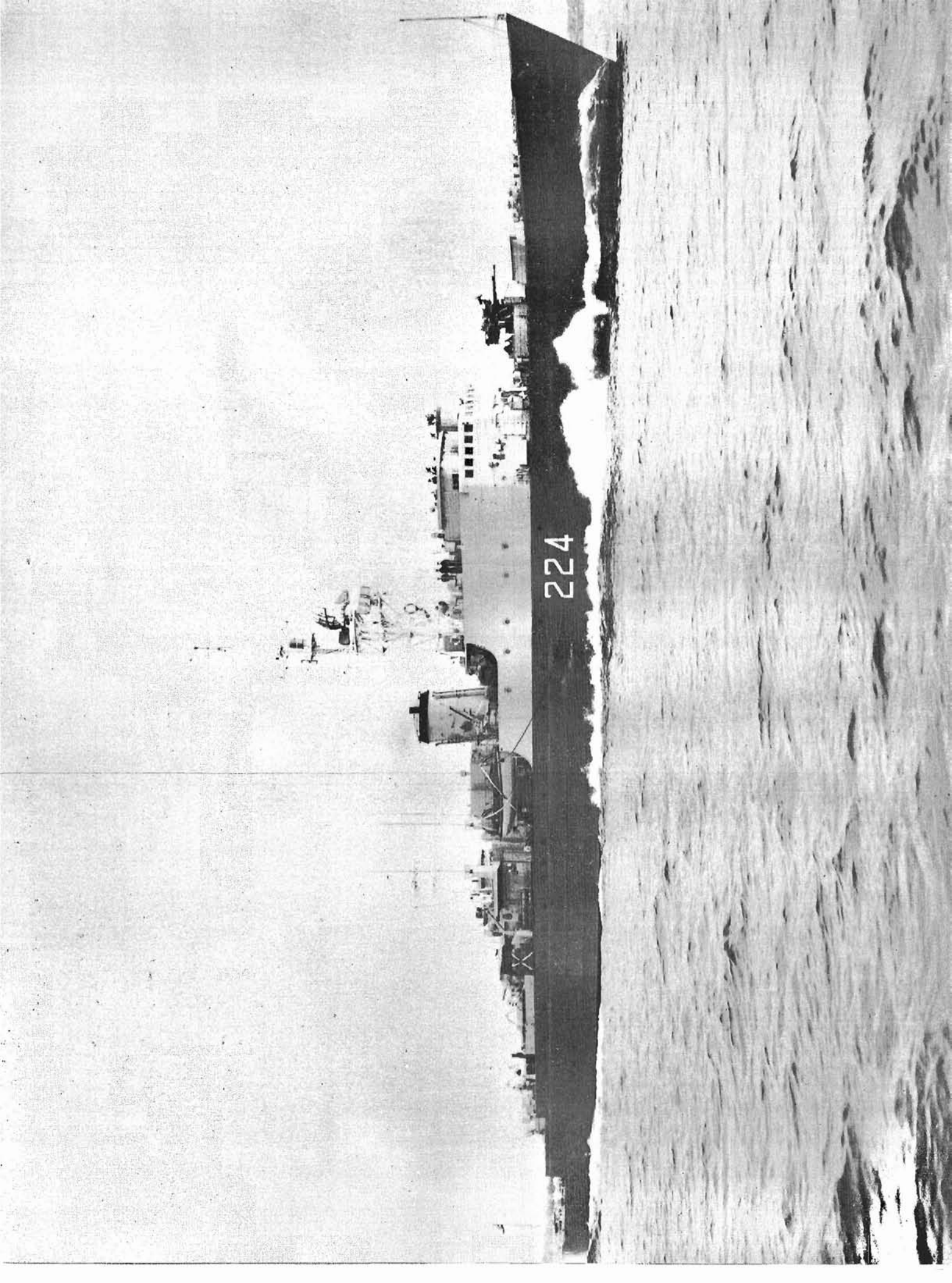
'TRIGONE' - U.S. SUB
'RADAR-PICKET'

J.M. THORNTON



he
CROWSNEST





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The CROWSNEST

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LADY OF THE MONTH

Not in a long time has the commissioning of a ship aroused so much interest as did that of HMCS *Algonquin* in February.

Formerly a Fleet "V" class destroyer, the *Algonquin* was literally stripped down to the hull, then rebuilt as a destroyer escort. By the time she was completed, the ship bore little resemblance to her original design.

Embodied in the *Algonquin* are many of the features of the anti-submarine destroyer escorts under construction in Canadian shipyards for the RCN. The forecastle deck has been carried straight aft and an entirely new superstructure built. Aluminum has been used extensively, with the resultant reduction in top weight permitting the installation of additional equipment and an increase in the amount of enclosed space for working and accommodation.

The ship has an enclosed bridge from which she can be navigated and fought. Within her 363-foot length is a maze of electronic and other technical equipment. Living arrangements for the crew include cafeteria messing, separate eating and sleeping spaces and folding bunks.

Since her commissioning, the *Algonquin* has completed her contractor's trials and is well into her trials of a purely naval character. Halifax is to be her future base and she is scheduled to leave the West Coast for there in May.

En route she will carry out an intensive working up program and start on evaluation trials.

The photo on the opposite page was taken during the *Algonquin's* acceptance trials in March. (E-22189).

Cover Photo—Royal pomp and ceremony will be seen at their acme during the Coronation ceremonies in London next month. This charming photograph of Her Majesty Queen Elizabeth II, with its hint of the pageantry to come, was taken as she rode in the Royal coach to the opening of Parliament. (*United Kingdom Information Office Photo from National Film Board.*)

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R.C.N. NEWS REVIEW

Ships Readied for Coronation Cruise

The dockyard and barracks at Halifax bustled with activity in the last week of April and first week of May as final preparations were made for the departure May 7 of the Canadian Coronation Squadron, with the naval Coronation contingent embarked.

Personnel of the contingent—except for the four female members—assembled at Halifax on April 27 for the first stage of their training, to draw items of kit and otherwise to tidy up pre-sailing details.

Together for the first time, they made a fine-looking body of officers and men, worthy representatives of Canada and Canada's Navy.

The four female members—one lieutenant-commander (MN), one lieutenant (W) and two Wrens—sailed from Quebec City on May 1 in RMS *Francia* and are due to reach Liverpool on the 9th. They return in SS *Samaria*, leaving Liverpool June 18 and arriving Quebec on the 26th.

After their training period in *Stadcona*, the male contingent personnel go aboard the various ships to which they have been allocated. Ships' companies

will be swelled further by the addition of Reserves, Sea Cadets (12 in the *Magnificent*) and others embarked either for training or for duties in connection with the Coronation. It can safely be said that when the last man is on board, there won't be enough space left to accommodate another soul.

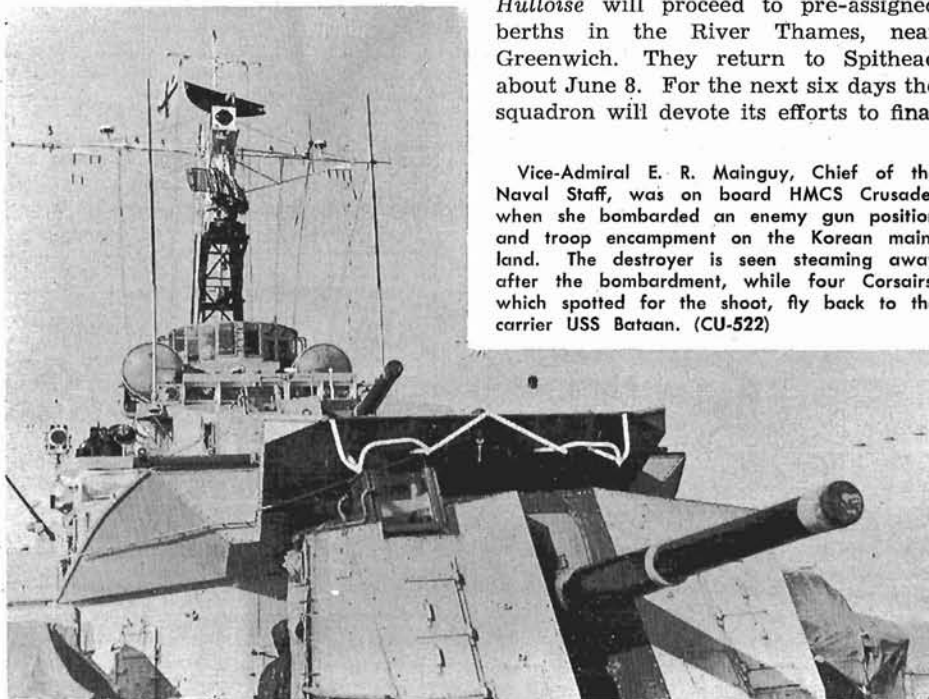
The squadron sails in two groups. Leaving on May 7 are HMCS *Quebec*, wearing the flag of Rear-Admiral R. E. S. Bidwell, Flag Officer Canadian Coronation Squadron; HMCS *Magnificent*, HMCS *Ontario* and HMCS *Sioux*. The *Swansea* and *La Hulloise*, waiting to embark 88 UNTD cadets, do not depart until the 18th.

First to sail, actually, was CNAV *Eastore*, which left Halifax for Portsmouth on May 1. The *Eastore* will serve as tender to the squadron, embarking and disembarking personnel and stores, during the periods the ships are anchored at Spithead.

Contingent personnel will be landed at Portsmouth on May 15 and the next day the *Quebec* and *Ontario* will sail in company for exercises in U.K. waters. The *Magnificent*, with the *Sioux* serving as plane guard, will exercise from the 18th to the 27th.

The frigates will join the other four ships at Portsmouth on the 27th, and on the 29th the *Sioux*, *Swansea* and *La Hulloise* will proceed to pre-assigned berths in the River Thames, near Greenwich. They return to Spithead about June 8. For the next six days the squadron will devote its efforts to final

Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, was on board HMCS *Crusader* when she bombarded an enemy gun position and troop encampment on the Korean mainland. The destroyer is seen steaming away after the bombardment, while four Corsairs, which spotted for the shoot, fly back to the carrier USS *Bataan*. (CU-522)



preparations for its part in the naval review by Her Majesty the Queen on June 15.

While the ships are applying the last bits of paint and polish, air and ground crews of the 30th Carrier Air Group will be making their final checks of the aircraft that will be taking part in the naval fly past which will form part of the Review. The CAG's Sea Furies and the Avengers will take to the air from RNAS *Lee-on-Solent*, whither they had been landed from the *Magnificent*.

Crusader Wrecks Another Train

A charter member of the "Train Busters' Club", HMCS *Crusader* has reinforced her claim to membership by blasting another North Korean train to matchwood early in April.

Success in the "train busting" league is mostly a question of watchful waiting backed up by fast, accurate shooting at the opportune moment. The *Crusader's* patience and skill first paid off last October, when she trapped a train on an open stretch of North Korean track, wrecked cars and locomotive and cut the track.

On the latest occasion, CPO Alf Goold spotted smoke along a stretch of track between two tunnels. The *Crusader* opened up with all her main armament and the first salvos stopped the train and blocked a tunnel. The area was illuminated with star shell and the destroyer's guns continued the businesslike blasting of the target.

With dawn, UN aircraft joined the *Crusader* in pounding the train. Planes and destroyer bombed and shelled the area intermittently during the day to discourage repair crews.

Citation Awarded Four Destroyers

A Presidential Unit Citation has been awarded to four Canadian destroyers by President Syngnam Rhee of the Republic of Korea for their services in the Korean war theatre.

The destroyers are HMC Ships *Cayuga*, *Sioux*, *Nootka*, and *Huron* and the citation covers the period from September 1950 through August 1951. HMCS *Athabaskan*, now well into her third tour of Korean duty, was cited in December 1951 for her services during the same period.

The five Canadian Destroyers all served with Task Force 95 under overall U.S. Navy command and it is to this task force that the citation has been made.

Outstanding events mentioned in the citation were the assault landing at Inchon, September 13-17, 1950, at Wonsan, October 25-November 16, 1950, and the re-deployment of troops from Chinnampo and Hungnam in December 1950 and from Inchon in January 1951.

Commodore's Wife Sponsors 'Sweeper'

Eighth on the 14-ship program and third of her class to be launched at the West Coast, HMCS *Fortune* (coastal minesweeper) was launched at Victoria on April 14.

The sponsor was Mrs. B. R. Spencer, wife of Commodore (E) B. R. Spencer, Command Technical Officer and Command Engineer Officer.

Wooden-hulled and with aluminum frame and superstructure, the *Fortune* is also one of the seven coastal minesweepers to be fitted with wooden decks.

Recruiting Office Opened in Halifax

In line with the Royal Canadian Navy's policy of opening downtown recruiting offices in major cities, such an office has been opened on Barrington street, Halifax, eliminating the long trek to HMCS *Scotian* in the Dockyard.

Hobby Shop Grows At Cornwallis

A two-day hobby show and contest marked the first anniversary of the Hobby Shop at HMCS *Cornwallis*. The following hobbies are now available to the staff and men under training:

Woodworking, wood carving, rug hooking, knitting, shellcraft, jewellery craft, petit point and loom weaving; models of old style sailing ships, steamships, railways and aircraft, including power-driven jobs; oil painting, finger painting, sketching, pastel painting, ink drawing, copper and pewter tooling, leather craft (moccasins and handbags) and wood burning.

Within the year the facilities in *Cornwallis* expanded from a 15-foot square shop to an area of over 1,000 square feet. This includes a woodworking shop with a complete array of electrically powered woodworking tools, purchased from Hobby Shop proceeds under the supervision of Chief Shipwright A. Lincoln.

Another section of the shop is equipped with tables and benches where hobbyists can work and a third section is used to display all models to the best advantage.



The heavy coat of ice worn by HMCS "Crusader's" "B" gun mounting is clear evidence of the bitter cold encountered by Canadian destroyers in Korean waters during the past winter. The picture was taken as the "Crusader" closed a tanker to take on fuel in the Yellow Sea. (CU-517).

The recruiting station was opened by His Worship Mayor R. A. Donahue and the ceremony was also attended by Cdr. R. P. Welland, Training Commander, East Coast; Cdr. W. Graham Allen, Commanding Officer, *Scotian*; Lieut. William Mellalieu, Recruiting Officer, Maritime Area, Saint John, N.B., and CPO James E. Evans, who is in charge of the new office.

Wallaceburg on Bermuda Cruise

HMCS *Wallaceburg* and HM Submarine *Andrew* sailed from Halifax on April 19 for exercises in the Bermuda area. The purpose of the cruise was to provide basic training for TD3s qualifying in the Atlantic Command.

Gate Vessels to Train Reserves

Two of the Royal Canadian Navy's new gate vessels, HMC Ships *Porte Saint Louis* and *Porte Saint Jean*, have been allocated to the Commanding Officer Naval Divisions for summer training in the Great Lakes.

The trawler-type vessels will supplement the Fairmiles already attached to Great Lakes naval divisions in providing sea training for Reserves.

Australian Carrier To Visit Halifax

On its return voyage to Canada, the Canadian Coronation Squadron will be

accompanied by HMAS *Sydney*, a sister-ship of the *Magnificent* and a veteran of the Korean war. The Australian carrier is expected to spend five days at Halifax before carrying on with her long journey home by way of the Panama Canal and Pearl Harbour.

Portage Has New Commanding Officer

Lieut.-Cdr. J. H. MacLean relinquished command of HMCS *Portage* to Lieut. A. B. Torrie on March 16 after 21 months as commanding officer.

Lieut. Torrie joined the ship from HMCS *Shearwater*, where he held an appointment as direction officer for the past two years.

Toronto-Based Squadron To Train Reserves

The first Royal Canadian Navy air squadron specifically designated for the training of RCN(R) air and maintenance crews was established in April at RCAF Station, Downsview, near Toronto.

The squadron—VC 920—at present consists of Harvard aircraft, flown to Toronto from HMCS *Shearwater* early in April. As training progresses, it is planned to add operational type aircraft.

Officers and men of the reserve will form the bulk of the squadron, with a small party of RCN personnel attending to administrative and routine maintenance duties. Flying and maintenance training will take place on week-ends and during the annual two-week reserve training periods.



Coronation 1937



by

Commodore A. M. Hope, O.B.E., RCN, Ret'd.

IN 1937 the Royal Canadian Navy consisted of some 1,200 officers and men. The Reserve Forces numbered about the same. The seagoing force consisted of four destroyers and one minesweeper, with two more destroyers and four minesweepers to be commissioned in the immediate future. The training bases at Halifax and Esquimalt were operating to capacity.

Headquarters at Ottawa, with a total naval staff of seven officers, assisted by a devoted civilian complement of 15, administered these forces.

At that time, I was assistant to the Director of Naval Operations and Training, whose duties combined those now carried out by the Directorates of Operations, Personnel, Training and

Weapons. We, as a department, functioned with the assistance of one male and two female civil servants.

My director (the late Vice-Admiral G. C. Jones) was the only departmental head with an assistant, in consequence of which it was I who was sent for, early in February of that year, and directed to organize and equip a naval contingent for the Coronation of King George VI and Queen Elizabeth.

The contingent from Canada was to be made up as follows:

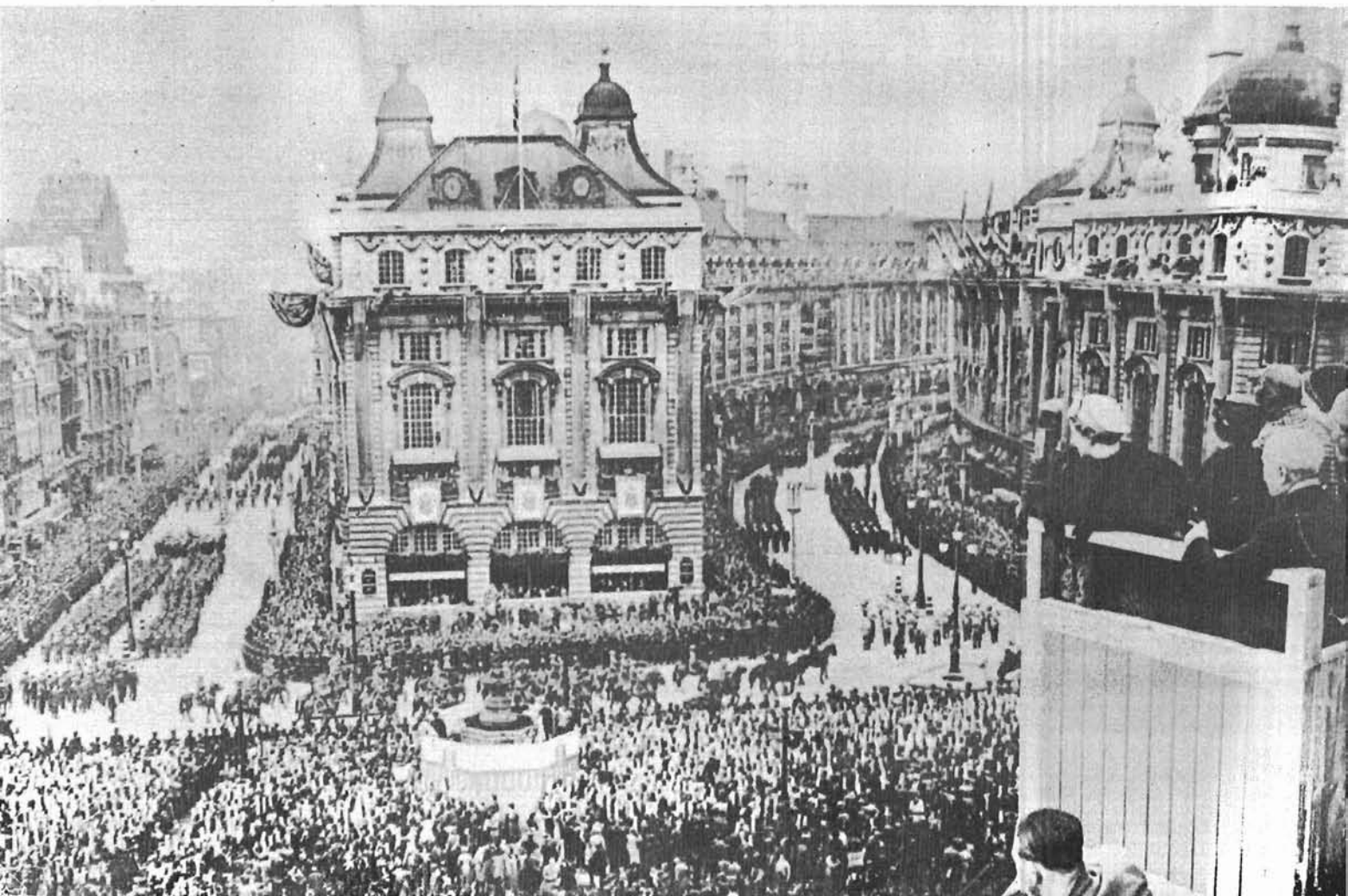
Navy	4 Officers,	26 Men
Army	69 Officers,	185 Men
Air Force	8 Officers,	22 Men
RCMP	2 Officers,	33 Men
Nursing Sisters	2 Officers	
Making a total of 351.		

With the exception of the Navy, which was to work its way across the Atlantic in the *Saguenay* and *Skeena*, the remainder travelled in comfort on board the CPR liner *Montcalm*. The whole contingent was under the orders of Lieut.-Col. Straight, MC.

The naval contingent was organized at Ottawa by myself under the watchful eye of a competent treasury representative. A total sum of \$13,000 was approved by the government to cover all expenses, including the pay and subsistence of the Reserve officers and men in the unit.

Certain qualifications were laid down by the government for this rather exclusive body of officers and men who would represent the Naval Service of

A view of the 1937 Coronation Procession as the Canadian contingent, led by the composite band and the RCMP, turns from Piccadilly into Regent Street. The RCAF follows the Mounties, then come the Army and the Navy.



Canada abroad. Amongst these were the following:

- (a) Each province of Canada was to be represented.
- (b) Each branch of the service was to be represented.
- (c) Ratings with war service were to be given preference, but junior ratings were not to be excluded.
- (d) Appearance of the individual was to be considered and a minimum height of 5'8" was laid down as a standard.
- (e) Each ship, establishment and reserve division was to be represented.

It can be appreciated that the task of selecting such a body was not an easy one. It became necessary to lay down a further qualification to ensure a uniformity in appearance, namely, that with the exception of the right and left flank marker, all ratings must be dressed in square rig.

A list was finally selected and these officers and men assembled in HMCS *Stadacona* on April 11, composed as follows:

RCN	1 Officer	9 Men
RCNR	1 Officer	4 Men
RCNVR	2 Officers	13 Men

Two new uniforms for all ratings had been authorized by the department and it is interesting to remember that the state of the Naval Clothing Store at that time made it impossible to obtain 26 new oilskins of any one pattern and

Square Rig? Round Rig? Manual Settles Argument

During the late war, and to some extent since, a certain amount of confusion existed in the use of the terms "square rig", "round rig" and "fore-and-aft rig", as applied to uniforms.

The confusion is cleared up by definitions in the new Manual of Seaman-ship (Vol. 2), now being distributed. It gives the following explanations:

SQUARE RIG—The rig of a ship whose sails are set on yards athwart her masts. A slang term for the uniform of a seaman or stoker below the rate of petty officer.

FORE-AND-AFT RIG—A ship rigged with fore-and-aft sails only, as in a schooner. A slang term for the dress of chief and petty officers and of men not dressed as seamen.

The manual says nothing of the expression "round rig", which came into popular usage during the war as a term for what was actually "square rig". It got to the stage where "square riggers" and "round riggers" had frequent and hot arguments as to which was right. And as neither side was able, as a rule, to back its case with any official references, each stuck stubbornly to its guns.

Now, finally, the matter seems to be settled.



The sun was setting as this aerial photo was taken of a portion of the huge assembly of ships at the 1937 Naval Review.

colour. The supply of this important article, in view of our destination, was deferred until our arrival in the U.K.

Gold badges were practically unobtainable in the required quantity and variety, so for the time being gunnery rates became torpedo rates, and so on, depending on what badges were available. I believe two Good Conduct Badges was another minimum requirement.

Four Petty Officers, one Engineman, one Chief ERA, one ERA and one Cook found themselves dressed as Acting Petty Officers with their choice of a first class non-sub rate. As individuals they entered wholeheartedly into the scheme, thus ensuring a smart, homogeneous body. They left their wrenches and skillets quite willingly in favour of rifles and side arms.

The representative of the Hamilton RCNVR Division proved to be a last-minute problem. They sent us a very worthy person, but unfortunately he was just over five feet in height, although he made up for this in other qualifications. He spent a lot of his own money, and some of mine, in acquiring a special pair of boots which added at least two inches to his stature.

The next fortnight was occupied with drills and route marches. Three spare numbers were added to allow for possible sickness, etc., and the contingent finally embarked in HMC Destroyers *Saguenay* and *Skenna*. We arrived at Chatham on May 5.

I am sure that the fore-castle deck plates of these ships carried the marks of steel clad marching boots (occasioned through daily physical jerks on passage) with them to the Knacker's Yard.

Three days were spent at Chatham at drill and route marches in company

with the Royal Naval detachment. The Commodore and staff there were most helpful in solving all our difficulties and making final arrangements for transportation to London.

The Canadian naval contingent arrived at Olympia on May 10, our arrival coinciding with that of the Canadian Army and Air Force units. After inspection by the Officer in Chief Command, the contingent proceeded to settle into our rather cramped quarters in an area usually reserved for the performing animals of Mills Brothers Circus. However, the messing was excellent and our spirits were high. There were old friends to meet and final instructions to be communicated which combined to make this short period a very pleasant one.

The following day, the Royal Naval contingent arrived, and that night some 9,000 officers and men who had gathered from all parts of the Commonwealth slept at Olympia—truly a remarkable assembly of male talent. It should be noted here that the two Nursing Sisters had other arrangements made for them. I think they were the only two women to march with the whole Coronation Parade. The "girls" had not come in to their own in 1937.

On Wednesday, May 12, the whole contingent paraded at 0500 after an early breakfast and an issue of two lumps of sugar and two malted milk tablets which was to be our only sustenance for the day. It became necessary to march half-way around the parade route in order to get to a starting point for the parade proper. A short halt, with permission to break ranks, was made in Hyde Park at 0900, which was the only moment of privacy until 1630 that afternoon.

I have never been able to discover the origin of the procedure carried out at a Coronation Parade, whereby the services march in the inverse order of seniority and the inverse order of the coming age of each of the Dominions (as we were then) and the Colonies. In accordance with this custom the Colonies preceded the Dominions, the Australian Contingent preceded Canada while the Royal Air Force followed the Canadian Contingent. The order of precedence was as follows:

- (a) Composite Band.
- (b) Royal Canadian Mounted Police
- (c) Royal Canadian Air Force
- (d) Canadian Army
- (e) Royal Canadian Navy

I was proud of my unit, so compact, well uniformed and very steady on parade. This lasted for nearly 17 miles, which included the false start. At about 1430 a heavy rain began to fall and continued until our return to Olympia at about 1630. I remember that most of us were too exhausted to bother about going ashore that night. We were too busily employed in getting ourselves dry and resting our feet.

The following day the unit was transferred to more comfortable quarters, the officers to Chelsea Barracks and the men to the Union Jack Club.

On Friday, May 14, the unit paraded as a whole for the last time and marched to Wellington Barracks, where we joined other units from the Commonwealth. Never before or since have I beheld a more colorful, almost exotic parade. The vivid colour of turbans from India mingling with the scarlet of our RCMP tunics, together with grass skirts from Samoa and kinky hair from Fiji, left an impression not easily forgotten.

From Wellington Barracks we marched to Buckingham Palace, where we were graciously received by Their Majesties together with the Dukes of Gloucester and Kent, who made a personal presentation of the Coronation Medal to each and every member.

On completion of this impressive ceremony the contingent marched past the Sovereign, who took the salute, and we then proceeded to St. James Park, where a buffet lunch was served to all officers and men in the open. On completion of this event the Canadian units proceeded independently to return arms and equipment at their different billets and then to seven days' leave.

The Naval Review at Spithead was an affair in itself. Ships from all nations (friendly and otherwise) were gathered in long lines and anchored

Lay Cornerstone of Officers' Block

The cornerstone of the new \$1,300,000 steel and concrete officers' block at HMCS *Stadacona* was laid March 20 by His Honour the Lieutenant-Governor of Nova Scotia, Alistair Fraser.

With the Lieutenant-Governor were Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast; Rear-Admiral H. F. Pullen, Chief of Naval Personnel; J. B. Sterling, president of the contracting firm, and Richard E. Bolton, Montreal, representing the architects.

Placed in the cornerstone were a current Navy List, copies of HMCS *Stadacona* daily orders, new and old coins, a copy of The "Crownest", photographs of *Stadacona*, and copies of Halifax newspapers.

The sod for the officers' block was turned in August 1952, with June 1954 as the estimated completion date. It will accommodate 156 officers in peacetime and twice that number in time of emergency. The building is located near Lorne Terrace at the southern end of the *Stadacona* grounds.

In attendance at the ceremony were a guard of honour and the *Stadacona* band. Prayers and blessings were said by Chaplain (P) G. L. Gillard and Chaplain (RC) J. W. Noonan.



AB Melville Amy, of HMCS "Crusader", chats with Michael Patrick O'Brien, "the reluctant Flying Dutchman of Macao Strait", on board the Macao-Hong Kong ferry. Some "Crusader" personnel made the ferry trip to the Portuguese colony of Macao during the destroyer's visit to Hong Kong, after she had spent ten months in the Korean war theatre. British and Portuguese authorities at either end of the ferry's 40-mile run will not allow O'Brien to land, since his papers are not in order. April 18 marked his eighth month spent on board the ferry. On the day men from the "Crusader" were on board, O'Brien was in the midst of having a tooth pulled by a Hong Kong dentist who came on board the ferry especially to treat the "man without a country".

according to class. For the first time in the history of Naval Reviews, ships of the Merchant Navy were included. With the exception of the *Deutschland* (Germany's representative), the *Marat* (from Russia) and the latest Japanese cruiser, whose name I forget, all the ships were filled to capacity with friendly visitors.

The Royal Yacht, with Their Majesties embarked, proceeded through the lines of anchored ships, acknowledging the salute of each in person. The review ended with a fly past of the Fleet Air Arm. That night there was an illumination of the fleet and a massive display of fireworks.

The combined fleet was to illuminate together by signal at a given hour. The Russians (always first in everything and probably keeping Moscow time) preceded everybody else by almost half an hour.

It is interesting to remember that two days later on our way back to Canada, we, in the *Saguenay*, passed the *Marat* at sea. There was a suspicious bundle dangling from the starboard yardarm which I still consider may have been the Executive Officer.

We returned without incident to Canada via the Azores and the unit dispersed on arrival at Halifax.

I don't think any one of us who had the good fortune to be there will forget the happenings of that memorable month.

A Right and a Left

*D'Iberville New Entries
Kept on Their Toes
By 'The Voice'*

STOCKY young Maurice Darveau had more than the usual "three Rs" to worry about when he went to school in Quebec City and in Lauzon across the river. He also had to learn how to manage a fourth "R", and an "L" as well.

They were his good right and left hands, and many was the time he had cause to use them. It appears that fond parents bestowed on him the names Joseph Herménégilde Maurice. Herménégilde is an old Quebec name, almost as traditionally French-Canadian as Jean Baptiste, but it still required emphatic explanation to his schoolmates.

This came out when Chief Petty Officer J. H. Maurice Darveau was chosen in ship's company balloting at HMCS *D'Iberville* as "Man of the Month". It wasn't his second name, though, that put CPO Darveau at the head of the poll. Credit that to his success as an instructor at *D'Iberville* and a record achieved in nearly 19 years of service in the RCN.

He has another distinction—a pair of leather lungs that have served him well as a gunnery instructor and earned him the nickname, "The Voice".

CPO Darveau was born in Quebec City on August 4, 1914, but denies that this had anything to do with the declaration of war the following day. In April 1932 he took an experimental nibble at navy life when he joined the RCNVR as a bugler. He liked it and two years later was enrolled at HMCS *Stadacona* as an ordinary seaman, RCN.

He was rated AB in May 1936 while serving in HMCS *Saguenay*, his first seagoing ship. After two terms in the "Sag", he joined HMCS *Champlain* in time to see her pay off, then went to the U.K. to commission the *St. Laurent*.

By this time Darveau had decided on gunnery as his special field of endeavour and in 1937 he went to Whale Island for his seaman gunner's preliminary course.

Back on board the *Saguenay* in 1938, he became critically ill and was hospitalized. On recovering he rejoined his ship and stayed in her through the first eight months of the Second World War.

CPO Darveau was to see his old ship again a few years later at HMCS *Cornwallis*. She was riding quietly at anchor in Annapolis Basin, ending her navy

days as a training vessel. In the intervening years she had survived a torpedoing, ridden out the worst North Atlantic hurricane in decades and had stayed afloat and been towed to port after her stern had been blown away by her own depth charges in a convoy collision.

The month he came ashore from the *Saguenay* was notable for another event. He made a trip to Sydney, N.S., and there married Mary Agnes Sampson on April 16, 1940.



CPO MAURICE DARVEAU

Courses at Halifax were followed by duties at the Gunnery School as a new entry instructor. By then he had attained the rate of acting petty officer.

"The Voice" was temporarily stilled for the new entries when CPO Darveau was drafted to HMCS *Prince Henry* (auxiliary cruiser) in December 1941. It was a draft that promised new scenes and new excitement, for the *Prince Henry* had been operating in southern waters where, earlier in the year, she had intercepted the German merchant ships *Hermonthis* and *Muenchen*, which were promptly scuttled by their crews.

CPO Darveau found excitement, all right, but it had an unexpected twist.

The *Prince Henry* was on patrol duty in the Caribbean, keeping a watch for enemy blockade-runners. While off Devil's Island, the notorious French penal colony, a boat was lowered and a landing party was sent away to question the inhabitants on German activities. CPO Darveau, because of his ability to speak French, was put in charge of the party.

Half way to shore, something ground against the boat's hull, almost overturning it. Visions of sitting high and dry on the deck of a U-boat flashed through the minds of the Canadian sailors. But it wasn't quite that serious.

What had happened was that an aged, monstrous and short-sighted sea turtle had blundered against the boat.

In June 1942, CPO Darveau was back at Halifax in the familiar round of courses and new entry instruction, a side of his career that followed him when he moved with HMCS *Cornwallis* from Halifax to its present site near Digby, N.S. There he was rated CPO and qualified as a gunner's mate.

Early in 1945, after a period of hospitalization, he went to the U.K. as one of the commissioning crew of HMCS *Ontario*. The ship sailed for the Pacific on April 25 and in the weeks that followed CPO Darveau saw many places he had never seen before. The voyage took the *Ontario* to Malta, where she spent six weeks in work-ups. From there she sailed through the Suez Canal, Red Sea, Indian Ocean and Straits of Malacca to Hong Kong, where she arrived in time for the formal Japanese surrender of the colony.

The *Ontario* landed 250 men in three sections to assist in policing Hong Kong. CPO Darveau served as battalion Gunner's Mate, a duty which involved occasional firm handling of recalcitrant Japanese.

Her Far Eastern chore accomplished, the *Ontario* sailed for Esquimalt and CPO Darveau was drafted to Halifax, where he was granted his discharge on compassionate grounds on February 21, 1946.

Three months on the beach were enough to convince him that his place was with the Navy and he rejoined as a leading seaman.

(Continued on page 28)



OFFICERS *and* MEN



Officer Appointment Changes of Interest

The following officer appointments of interest have taken place or will take place in the near future:

Captain (SB) G. A. Woolcombe, to Headquarters as Director of Naval Organization. From National Defence College course at NDC, Kingston.

Commander (E) H. A. Winnett, to staff of Flag Officer Pacific Coast as Assistant Command Technical Officer. Formerly in HMCS *Ontario* as Engineer Officer.

Commander (E) G. Phillips, to HMCS *Ontario* as Engineer Officer. Formerly on staff of Flag Officer Pacific Coast as Assistant Command Technical Officer.

Commander (E) D. H. Fairney, to staff of Flag Officer Atlantic Coast as Assistant Command Technical Officer. Formerly at Headquarters on staff of Director of Naval Reserves.

Commander (E) R. J. McKeown, to HMCS *Niobe* as Principal RCN Technical Representative for HMCS *Bonaventure* at Belfast. Formerly at Headquarters as Staff Officer Engineering Personnel.

Commander (E) S. A. Miller, to staff of Principal Naval Overseer, West Coast, as Resident Naval Overseer, Vancouver. Formerly in HMCS *Magnificent* as Senior Engineer.

Commander (E) R. F. Swain, to Staff of Superintendent HMC Dockyard, Halifax, as Co-ordinator Refit and Repair. Formerly on staff of Flag Officer Atlantic Coast as Assistant Command Technical Officer.

Commander (E) J. A. LeGeyt, RN, to HMCS *Stadacona* as Officer-in-Charge Mechanical Training Establishment. On loan from Royal Navy.

Commander (L) O. Messeck, to staff of Commanding Officer Naval Divisions, as Command Maintenance Officer. Formerly in HMCS *Quebec* as Electrical Officer.

Commander (S) G. S. Geddes, to *Naden* as Supply Officer. Formerly at Naval Headquarters as Inspector Supply and Fleet Accounting.

Ordnance Commander R. H. Chicken, to Sorel as Principal Naval Ordnance

Overseer (Quebec). Formerly in HMCS *Ontario* as Ordnance Officer.

Ordnance Commander J. A. M. Arcand, to HMCS *Ontario* as Ordnance Officer. Formerly Ordnance Overseer at Sorel, P.Q.

Lieut.-Cdr. W. H. Howe, to staff of Supreme Allied Commander Atlantic at Norfolk, Va., with acting rank of Commander. Formerly in HMCS *Quebec* as Communications Officer.

Lieut.-Cdr. R. L. Ellis, to HMCS *New Liskeard* in command. Formerly on staff of Director of Weapons and Tactics at Headquarters.

Lieut.-Cdr. W. D. F. Johnston, to HMCS *Swansea* in command. Formerly Officer-in-Charge, Navigation Direction School, and Staff Officer (ND) to Flag Officer Atlantic Coast.

Lieut.-Cdr. (P) W. H. Fearon, to HMCS *Shearwater*, VX-10 (Experimental Squadron) in command. Formerly in HMCS *Iroquois*.



The roar of a 13-gun salute reverberated across Esquimalt Harbour at 10 a.m. on March 2 as Rear-Admiral J. C. Hibbard arrived at HMC Dockyard to take up his new duties as Flag Officer Pacific Coast. He relieved Commodore K. F. Adams, now Commanding Officer Naval Divisions, who held the appointment of Senior Officer in Chief Command after the departure in mid-January of Rear-Admiral W. B. Creery, the former Flag Officer. Rear-Admiral Hibbard is shown inspecting the Guard of Honour mounted in the dockyard for the occasion. On his left is Lieut. Peter M. Birch-Jones, officer-of-the-guard.

Lieut.-Cdr. (P) R. A. B. Creery, to staff of Naval Member Canadian Joint Staff, London, as Staff Officer (Air). Formerly in command of 30th Carrier Air Group.

Lieut.-Cdr. (P) J. W. Roberts, 30th Carrier Air Group in command. Formerly on staff of Naval Member, Canadian Joint Staff, Washington, as Staff Officer (Air).

Lieut.-Cdr. (P) D. D. Peacocke, to staff of Commanding Officer Naval Divisions as Staff Officer (Air). Formerly in command of VF-870 Squadron, 31st Support Air Group.

Lieut.-Cdr. (E) (A/E) D. L. Foley, to *Shearwater* as Senior Engineer Officer. Formerly in *Shearwater*, No. 1 Helicopter Flight, as Air Engineering Officer.

Lieut. A. B. Torrie, to HMCS *Portage* in command. Formerly in *Shearwater*.

Annual Award Night Held at Unicorn

Awards for proficiency were presented at HMCS *Unicorn* on March 16 to four members of the ship's company and seven UNTD cadets from the University of Saskatchewan.

Commander O. K. McClocklin, commanding officer of the Saskatoon naval division, presided over by the Award Night program and the principal speaker was Brigadier P. C. Klaehn.

Brigadier Klaehn underlined the importance of reserve training, saying a new world conflict would not allow the months of preparation which were possible during the early stages of the Second World War.

Recipient of the general proficiency award for the ship's company was CPO Stan Jamieson. Awards for the most outstanding new recruits went to Ord. Sea. William Bell and Ord. Wren Dorcas Fusedale. The presentations were made by Commander McClocklin and Commander Ansten Anstensen.

Commander J. B. Mawdsley, commanding officer of the University Naval Training Division, and Brigadier Klaehn made the presentations to the cadets.

Tied for first place, Cadets Charles J. Meagher and Robert John Robertson each received a proficiency award.

Books were awarded to Cadet E. C. Boychuk for first-year navigation; Cadet V. Sorokowsky for first-year seamanship; Cadet R. D. Yanow for second-year navigation; Cadet D. G. Jackson for second-year seamanship, and Cadet C. T. Pasiaka for second-year supply. Cadets Boychuk, Yanow and Jackson are all former members of RCSCC *Jervis Bay*, Saskatoon.

Two veteran members of the ship's company of *Unicorn* CPO Fred Kitchen and CPO G. A. Rutley, were presented with the Canadian Forces Decoration.

Complete QR3 Course At West Coast Centre

Four men completed a third class Quarters Rating course at the Gunnery Training Centre in HMCS *Naden* on March 18. They were Leading Seamen William Gemmell, Victor Harvey, William Lawley and Roy Jones.

Commander E. G. Skinner, Two-War Veteran, Dies

A veteran of naval service in both World Wars, Commander Edgar G. Skinner, DSC, RD, RCN(R), Ret'd., died on February 28 after a long illness. He was 56 years of age.

Since 1947, Commander Skinner had been proprietor of a general store and service station at Rothesay, N.B.



Volunteers from HMCS "Haida's" engine room formed a guard of honour for Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, when he visited the destroyer in Korean waters. Accompanied by Lieut.-Cdr. (E) Kenneth E. Lewis, the ship's engineer officer, Admiral Mainguy is shown inspecting the guard. Left to right in the front rank are CPO G. H. Faulkner, AB Allan R. MacVittie, Ldg. Sea. Bruce Patterson, AB Peter Kerasiotis, AB Richard G. O'Regan, Ldg. Sea. Arthur R. Burgess, AB Edwin B. Earle and AB Alex J. Moore. (HA 413).



Morning coffee in the seamen's mess was among the experiences of Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, during his visit on board HMCS *Athabaskan* on patrol duty off the east coast of Korea. Left to right around the mess table are Admiral Mainguy, Ldg. Sea. Michael O'Brien, PO Andrew (Abe) Gold, AB Bill Cruickshank, AB John Templeton, AB Bruce Kennedy and PO Terrence Whitley. (AN-210).

Born in Newfoundland, Commander Skinner saw service overseas in the First World War. On the outbreak of the Second World War, he entered the Royal Canadian Naval Reserve and subsequently commanded HMC Ships *Reindeer* (converted yacht), *Arrowhead* (corvette), *Provider* (Fairmile depot ship) and *Monnow* (frigate).

In June 1942 he was awarded the Distinguished Service Cross "for invaluable service in connection with the escort of convoys during exceptionally severe winter months." The citation also spoke of his ability as a Senior Officer of escort groups.

He was a member of the Halifax branch of the Canadian Legion.

Commander Skinner leaves his wife, Mrs. Lena Skinner, and two daughters, Lizelle, of Halifax, and Margaret, of Rothesay.

Promoted to Commodore On Assuming Appointment

Commodore Kenneth L. Dyer was promoted to that rank concurrently with his taking up the appointment of Commodore RCN Barracks, Esquimalt and Officer-in-Charge, RCN Depot, on April 9. At 37, he is the youngest officer of the Royal Canadian Navy ever to fly a Commodore's broad pendant.

Commodore Dyer previously was commanding officer of HMCS *Magnificent*.

Departing Couple Honoured By Aldergrove Bachelors

Petty Officer and Mrs. L. E. Beatty were guests of honour at a party held prior to their recent departure from Naval Radio Station Aldergrove. The party was given at the home of AB and Mrs. Robert Koons by five of the station's bachelors in return for the hospitality shown to single men at Aldergrove by PO and Mrs. Beatty. The former has been drafted to HMCS *Ontario*.

Recent arrivals at the station include Ldg. Sea. Lloyd Keith and Ldg. Sea. Edward Haines, both of whom completed courses for P2CR2 at the Communications School, and AB Norman Eastwood, from HMCS *Sioux*.

PO Rene Parent has been drafted to HMCS *Naden*.

Scholarship Awarded M.O. on Retired List

Surgeon Lieut.-Cdr. John Coleman Laidlaw, MD, PhD, RCN(R), Ret'd, of Toronto, was awarded a \$30,000 scholarship by the John and Mary Markle Foundation of New York in March.

Lieut.-Cdr. Laidlaw entered the RCNR in March 1945 with the rank of surgeon-lieutenant. After a year on active service, he was demobilized and reverted to the Retired List of HMCS *York*, while resuming his studies and research at the University of Toronto. He was promoted to surgeon lieutenant-commander in August 1951.

The scholarship was awarded to enable Lieut.-Cdr. Laidlaw to continue in medical research during the next five years.

New Rates Earned In Anti-Sub Courses

Nine petty officers from TD1 "F" class successfully completed the course at the Torpedo Anti-Submarine School and were rated to date March 6. They are Petty Officers D. G. A. Grainger, W. T. Stanbrook, W. R. S. Hamlin, D. R. McKee, J. C. Yorke, Thomas Shields, R. A. Casmeay, T. W. Scratch and J. W. Leger.

Sixteen Able Seamen from TD3 "E" class successfully completed the course and were rated to date February 24. They are Able Seamen R. E. Klodt, L.

Atlantic Command Boosts Flood Donation

Donations from the Atlantic Command to the European Flood Relief Fund increased from the \$2,950 reported in April's *Crowsnest* to \$4,500 as of March 23.

The first donation, of \$50, was from HMCS *Wallaceburg*. This was followed by donations of \$2,600 from *Stadacona*, \$650 from *Shearwater*, \$500 from *Cornwallis*, \$300 from the *Magnificent*, \$300 from the *Quebec* and \$100 from the *Portage*.

The money was divided equally between Great Britain and the Netherlands and forwarded to the European Flood Relief Fund. Letters of appreciation were received from the Office of the High Commissioner for the United Kingdom in Ottawa and from the Netherlands Ambassador to Canada.



A veteran of 35 years in HMC Dockyard, Halifax, Thomas Henry Kline, retired recently from the Civil Service at the age of 66. Mr. Kline spent two years with the Halifax Rifles before starting to work at the dockyard as a labourer in 1917. During the intervening years he saw many changes in the dockyard and, as a Storesman Grade 1, in the nature of variety of stores supplied to ships. Mr. Kline is shown with Captain (E) C. M. O'Leary, Assistant Superintendent of the Dockyard, who presented him with a certificate of thanks signed by the Minister of National Defence. (HS-24432).

H. Stone, J. W. White, Barry Howles, J. G. Caouette, A. D. Allison, John Grosvenor, V. S. Buchanan, F. V. Efford, H. P. Secord, T. A. McDonald, David Woodland, P. G. Bramwell, K. G. Moody, I. S. McLellan and H. S. Suto.

Cadets Get Certificates in Malahat Ceremony

Commodore K. F. Adams, Commodore RCN Barracks, Esquimalt, officiated at a brief ceremony in which six members of the Victoria College University Naval Training Division were each presented with certificates of promotion on board HMCS *Malahat*. Recipients were Cadets Ronald C. Beaumont, Cecil D. Dickinson, James E. Hilton, Allen D. Thackeray, William E. Farrow and G. Plawski.

Commanded by Lieut. Allan Bowes, the Victoria College UNTD is attached to HMCS *Malahat*.

Discovery Chiefs, POs Hold Annual Dinner

The second annual dinner of the Chief and Petty Officers' Mess at HMCS *Discovery* was voted an outstanding success. Represented among the special guests were *Discovery's* wardroom, the City of Vancouver, the RCAF and Army units.

Two old-timers at the Vancouver naval division said their goodbyes when PO Ben Stevenson was drafted to HMS *Cayuga* and PO Charlie McQueen to HMCS *Sioux*.

Technical Paper Wins Prize for RMC Cadet

Cadet G. E. Forman of the Canadian Service College, Royal Military College, Kingston, won first prize in competition with Queen's University and Ottawa U. final-year students for his paper presented to the Ottawa Section of the Institute of Radio Engineers at its Students' Night meeting February 19.

The paper was entitled "The L/C Ratio of Tuned Circuits". Cadet Forman is in fourth year Electrical Engineering at the RMC.

Class of AA Gunners Ends Training Course

An AA3 class completed a course in the Gunnery Training Centre at HMCS *Naden* on March 13. Enrolled in the class were Ord. Sea. Paul Morrison, AB Eugene McMorris, AB Gordon Carle, AB Arthur Acheson, Ord. Sea. Edward Shiminsky, AB John Glover, AB John Peil, AB Bert Barker and AB George Hughes.

LOWER DECK PROMOTIONS

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.

ABBOTT, Weldon G.LSQMS
 AGNEW, Irwin W.P1ET4
 ALLEN, Lawrence H.C2SM3
 ANDERSON, Norman G.C2GI3
 ANDREWS, Robert L.LSEM1
 AUCOIN, John S.LSEM2

BACKWELL, James H.LSRPS
 BAKER, James A.P1ET4
 BANKS, John H.LSEM1
 BELL, Jack A.P1CA3
 BEMISTER, Bertrund R.P1ER4
 BENNETT, Gerald M.LSSM1
 BERUBE, Gaston J.LSEM2
 BOUCHER, Howard J.LSAAS
 BRADSTOCK, Robert W.P1ET4
 BROKENSHIRE, Kenneth W.LSSM1
 BROULLARD, Norman J.LSEM2
 BROWN, Kenneth F.LSQR1
 BUCK, Kenneth F.LSPH1

CAIN, Arthur.LSQMS
 CANE, Robert F.P1RP2
 CARSON, Harry H.C1TI3
 CARTWRIGHT, William F.LSRPS
 CASKELL, Kenneth P.LSBD2
 CAVANAGH, James F.P2CA3
 CHAISSON, Gordon A.LSQMS
 CHAMBERLAIN, Arthur A.LSEM1
 CHANDLER, Roderick J.LSEM2
 CHARBONNEAU, Roch J.LSBD2
 CHASE, Harvey A.LSTDS
 CHRZANECKI, Ronald A.LSEM1
 CHURCHER, Walter R.P1RT4
 CLARK, Joseph T.LSAAS
 CLINGAN, John A.P2AA1
 CLOTHIER, George W.C2SL2
 CONRAD, Hebert A.LSQRS
 COOKE, Donald L.LSEM1
 COPLAND, Kenneth G.C2ER4
 COSBY, Walter B.LSEM2
 COUSINEAU, Jean P.P1VS3
 COX, Douglas G.LSRPS
 COX, Edward C.LSNS1
 CROOKS, John E.P2RC1
 CROSSLEY, Sidney R.C1TI3
 CUMMINS, George E.LSEM1

DARRAH, Murray D.LSAAS
 DERRY, Roy V.LSBD2
 DeSALABERRY, John C.LSEM1
 DESROCHE, Ulric J.LSAAS
 DEVOST, Joseph L.LSBD2
 DOE, John.C2ET4

DOURIS, Ernest H.LSTDS
 DONOHUE, Gerald R.P1SM2
 DRYSDALE, Roy B.P1AA2
 DUERKSEN, Arthur.LSPT1
 DUSSAULT, Pierre J.LSEM1

FARRELL, Colin S.LSQM1
 FOLEY, Howard P.LSQMS
 FOLLETT, Harry P.LSRPS
 FORBES, Brian.P1TD1
 FORSTER, John G.LSTDS
 FRAIZE, Thomas.LSSM1
 FRY, Dewart W.LSAAS
 FULFORD, Norman.P2EA3

GIBB, John N.C2ET4
 GIBBARD, Douglas H.LSEM2
 GILES, Harding F.C2SM3
 GODFREY, William F.LSAA1
 GRACE, Phillip M.LSEM1
 GRAHAM, John L.LSEM1
 GRANT, William J.LSLR1
 GRANT, William L.LSTDS
 GREENLAND, Edward J.LSTDS
 GUILBAULT, Eugene E.LSBD2

HALL, Edward J.LSRCS
 HAMPTON, Leonard E.C2ET4
 HARDING, James E.LSBD2
 HASLAM, Clifford.P2BD3
 HAUGHN, Everett E.C2SM3
 HEMMING, Eric L.P1GA3
 HINDE, James R.LSEM2
 HODGSON, Rae C.LSEM2
 HOLLINGSHEAD, Westley M.LSRPS
 HUGGARD, Hubert L.LSRPS

IZSAK, Steven.LSQR1

JARDINE, Harold J.P1EA4
 JAY, Samuel W.LSEM1
 JENSON, George A.C2RP2
 JONES, Charles B.LSAAS
 JONES, Victor T.LSQRS

KELLY, James M.LSQRS
 KERR, Russell F.P1GA3
 KILVINGTON, Harry.C2Q13

LADOUCEUR, Joseph C.LSRPS
 LANDSBURG, James E.LSEM2
 LANGLOIS, Real J.P1EA4
 LAWLEY, William E.LSQRS
 LeBLANC, Louis E.LSAF1
 LEDUC, Marcel J.P2EG3
 LENZ, Harold W.LSRPS
 LOWE, Francis H.C2RP2
 LOWRY, Ronald A.LSTDS

McGIRR, Robert C.P1ET4
 McLAUGHLIN, Irwin J.LSAN2
 McVEY, Donald.LSAA1
 MacKINNON, James E.LSRCS
 MAHEUX, Roland J.LSPH1
 MALONE, Frederick J.LSRP1
 MARTINEAU, Joseph N.LSBD2
 MASON, Frederick E.C2SM3
 MAWSON, William D.LSAA1
 MAY, Nelson C.LSAA1
 MERCER, Herbert D.P1ER4
 MILLER, Ross A.LSBD2
 MIMNAGH, James G.P1RT4
 MITCHELL, Donald S.LSAAS
 MONAHAN, Robert J.LSEM2
 MORRIS, Charles G.LSEM2
 MURPHY, Francis.LSEM1

NEAL, Kenneth M.C1ET4
 NEWTON, John D.LSQR1
 NORRIS, Ronald B.LSEM1

OFFER, Harold C.P1ET4
 O'NEILL, John T.LSAAS

PAYETTE, Joseph R.P2TD1
 PEET, Arthur S.P1QR1
 PINARD, Bertrand J.LSTD1
 PLUME, Kenneth G.LSTD1
 PORTEOUS, John A.P2EG3
 PRAMBERG, Frank C.P1TD1

REED, Donald A.LSEM1
 REID, Stanley H.LSTDS
 RENAUD, Phillip E.LSBD2
 RICH, Cyril R.LSQMS
 ROBERTSON, Robert B.LSEM1
 ROBINS, Norman.LSAAS
 ROBINSON, Jack D.LSEM1
 ROBINSON, William J.P1CA3
 ROBSON, Mervyn J.LSRCS
 RUMMERFIELD, Arthur W.LSEM2
 RYCROFT, Vernon S.LSRPS

SANTOMERO, Anthony.LSTD1
 SCHUMACHER, John E.C2AA2
 SCOTT, Donald K.LSBD2
 SERIGHT, George.LSQR1
 SHOREY, Joseph J.LSRPS
 SIGOUIN, Gerald J.LSAA1
 SLADE, William C.P1RT4
 SPENCE, Kenneth.LSRPS
 STARK, Frank E.C1SM3
 STEEVES, Raymond M.LSTD1
 STEWART, Carl R.LSEM1
 STEWART, Kenneth G.P1ER4

TREMBLAY, Claude R.LSBD2

WAGG, Donald L.LSRPS
 WATSON, Alexander G.P1ET4
 WATSON, Alexander R.C2TD2
 WATSON, Jack E.LSEM2
 WEBSTER, William A.P2EF3
 WEST, Arthur F.P1AA1
 WHITE, Arthur H.LSEM2
 WHITLEY, Terence R.P1QR1
 WINGES, Gordon H.P1RT4

Wrens Return To Stadacona

The first to serve in the Halifax naval barracks since the war, three Wrens arrived at HMCS *Stadacona* in March to begin on-the-job training in teletype and cryptography. They were joined in April by a fourth Wren of the communications branch and ten others who will train in the RCN Hospital as Medical Assistants. All have moved into recently-renovated Wren quarters.

Engineering Groups Tour Naval Dockyard

Approximately 50 members of the Vancouver Island Branch of the Engineering Institute of Canada and of the British Columbia Engineering Society were guests of the Royal Canadian Navy on March 25.

Following a luncheon in the Naden wardroom, they heard a short talk by Commodore (E) B. R. Spencer, Superintendent of the Dockyard, were taken on a tour of the yard and the adjacent Dominion Government graving dock and went to sea for a short cruise in the minesweeper *Sault Ste Marie*.

Among the visitors were Arthur Izard, chairman, and Commander P. F. Fairfull, secretary-treasurer, of the Vancouver Island Branch of the Engineering Institute, and Fred Green, chairman, and G. E. Simmons, secretary-treasurer, of the local branch of the B.C. Engineering Society.

Where Captain Cook Died

Memory of Renowned
Explorer Honoured
By Canadians

HIS Majesty's Ships *Discovery* and *Resolution* lay at anchor in Kealahou Bay in the Island of Hawaii.

Captain James Cook, returning from his attempt to find the Northwest Passage, had brought his small force back to the islands he had discovered the previous year, 1778.

Cook's first voyage, from 1768 to 1771, had originated as an astronomical project. He had been ordered to sail to Tahiti with astronomers embarked to enable them to observe the transit of the planet Venus from that locality. It was on the return from this expedition that he had sighted and circumnavigated New Zealand (heretofore considered to be part of the Antarctic continent) and later became the first white man to set foot on the east coast of Australia, which he named "New South Wales". After exploring the coast for some considerable time, he returned to England via Java and the Cape of Good Hope.

In 1772, he set sail again on a cruise that was to last for three years. This

time he set course to the eastward from the Cape, and penetrating again into Oceania, discovered and named the New Hebrides, New Caledonia and Norfolk island groups. Sailing south from here, he was the first man to cross the Antarctic circle, and reached a position 71° 10' S, which was only 1,130 miles from the South Pole (another record for his day).

After circumnavigating the entire continent of Antarctica and discovering the South Sandwich Islands and South Georgia Island, he returned home in 1775.

The year 1776 saw him setting out once more on what was to prove to be his last voyage. This time he had two ships with him, HMS *Discovery* and HMS *Resolution*, and his purpose was to find a passage from the Pacific to the Atlantic north of the land mass of either America or Asia. Sailing from west to east again, he discovered Christmas Island in the Pacific, and en route northward to the Bering Straits he discovered the Hawaiian Islands. This was

"Sweethearts and Wives"

"In 1777 Captain Cook was in the tropical South Seas, before proceeding northward to try to find a northwest passage around the top of America. His stock of rum was getting low and, as he knew that rum would be needed when the *Resolution* met the cold in the high northern latitudes, he stopped the issue of rum while the ship was in the south. But he accompanied this order with another:

"In order that the 'people' amongst the delights and seductive beauties of Tahiti and the Friendly Isles should not altogether forget their dear ones at home, an issue of rum will be made every Saturday night while at sea, so that the ship's company may drink to the health of their 'Sweethearts and Wives.'

"I have never been able to discover whether this was the origin of the toast or whether it was already an established custom which, in the circumstances, Captain Cook thought it wise to keep up". (From "The Dittybox".)

in the year 1778 and he named them "the Sandwich Islands" in honour of Lord Sandwich, then First Lord of the Admiralty.

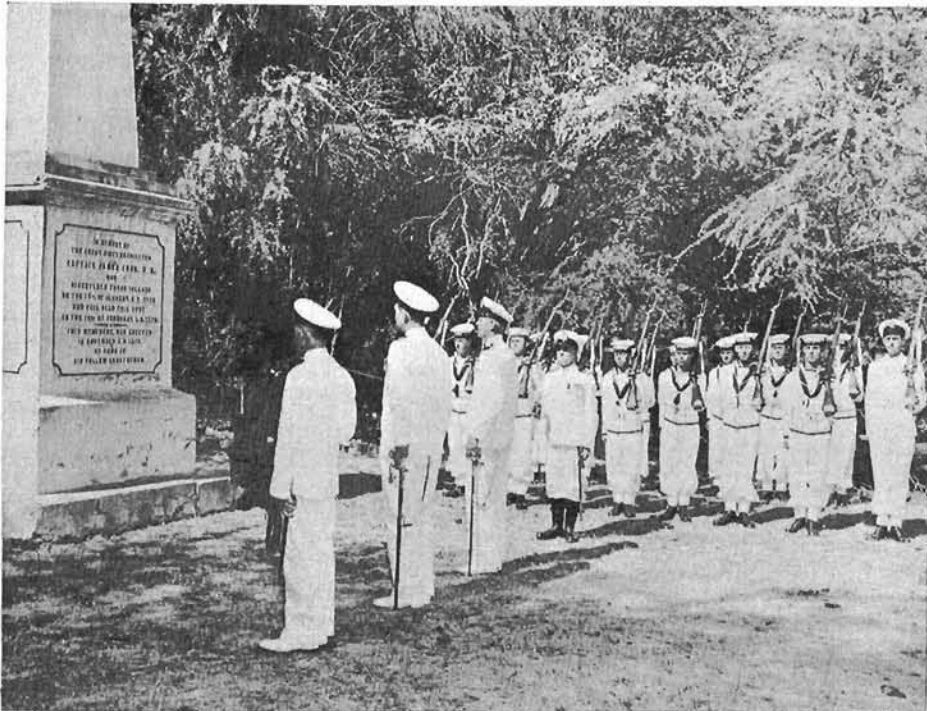
After spending some time among these friendly people, he set course north-eastward, making a landfall on the Canadian west coast. From here he coasted northward, past Alaska, and through the Bering Straits to probe as far east as Icy Cape before being forced by ice to turn back. Since passage to the eastward had proved impossible, he attempted to find a way through to the west. Reaching North Cape on the Siberian Coast, he again found his way blocked by ice, and decided to return home the way he had come.

Thus it was that he came once more to the Island of Hawaii, where he planned to obtain fresh provisions and water for the voyage back to England.

The date was February 14, 1779, and the great explorer-scientist, who had contributed so many chapters to the geography and history books of the world, was about to add his own final and tragic paragraph.

In his dealings with the natives of the islands, he had always been scrupulously fair and kind, and by virtue of his imposing stature, commanding appearance and his knowledge and wisdom, they believed he was a god.

Cook and a party of men were ashore attending to the provision requirements when a dispute arose with some natives over the ship's boat, the sailors believing that the Hawaiians were trying to make off with it. One or two men hot-headedly fired a few random shots at



Commanding officers of HMC Ships "Beacon Hill" and "Antigonish", together with a guard of honour composed of ordinary seamen under training from the "Beacon Hill", took part in a wreath laying ceremony at the monument of Captain James Cook by Kealahou Bay in Hawaii. Left to right are Midshipman H. R. Wilcox; Lieut.-Cdr. J. W. McDowall, captain of the "Beacon Hill"; Lieut.-Cdr. H. R. Beck, captain of the "Antigonish", and Lieut. A. K. MacDonald, officer of the guard. PO W. R. Brain is petty officer of the guard. (Photo by courtesy of Eugene F. Devine, Hilo, Hawaii).

the natives, and in a moment a violent scuffle broke out. Cook, hastening to put a stop to the disorder, was accidentally struck on the arm by a native, and uttered a sharp cry of pain.

But gods feel no pain!

The myth of his deity was exploded, and in the heat of the moment, he was stabbed and mortally wounded. Realization of what they had done brought the Hawaiians to their senses, and they were overcome with remorse, since god or man, Captain Cook was regarded by them with esteem and affection; but it was too late for Cook, who died shortly afterwards.

Those famous lines of Rupert Brooke:

*"If I should die, think only this of me:
There is some corner of a foreign field
That is forever England"*

would have been a fitting elegy for Captain James Cook, for the Hawaiians revered the spot where he fell and made a shrine of it, and much later, when the Hawaiian Islands were transferred to American sovereignty, the United States Government declared the site British soil in his honour.

In the same month, February, 174 years later, Her Majesty's Canadian Ships *Beacon Hill* and *Antigonish*, on a training cruise which must have covered much of the *Discovery's* track, arrived in Kealakekua Bay from a part of Canada with which Captain Cook had become familiar on his final voyage. The captains of the two ships, Lieut.-Cdr. J. W. McDowall and Lieut.-Cdr. H. R. Beck, landed with a guard of honour and paid Canada's homage to

the memory of the great explorer by laying a wreath on his monument.

The monument is a plain white obelisk standing in a clearing under the palm and eucalyptus trees and surrounded by a fence made of cannon standing on their breeches joined by lengths of chain. This was erected by a British historical society in the 1920s, and on the small stone landing stage nearby is a bronze plaque, placed there by the Australian Government. About 50 yards away, and now under a few inches of water, is another plaque set into the rock, marking the spot where Cook died.

The surroundings are very much the same today as they must have appeared nearly two centuries ago, as the site is almost inaccessible except by boat. Native boys still run up the palm trees to shake down coconuts for visiting sailors and they still fish with spears in the clear blue waters of Kealakekua Bay, exhibiting a contemptuous disregard for shark and barracuda.

Now, however, instead of the outrigger canoe, one finds them driving a streamlined sea-flea, powered with a four-horse outboard motor. Cars may be observed parked under the palm trees beside the pretty white bungalows of the village on the opposite shore of the bay, and the road from Kealakekua Bay leads to a first class highway which girdles the entire island.

The volcanoes of Mauna Loa and Kilauea still pour their streams of fiery lava down to the sea as they have done for centuries, but now tourists from all over the world fly to Hawaii to watch and wonder when the goddess Madame Pele shows her displeasure with mortals.

The city of Hilo, on the east coast of the island, has a population of more than 27,000, and it was there that the training force went next. A real "Aloha" welcome was extended to the ships by the Mayor and Chamber of Commerce. Keys of the city were presented to the two captains, and leis were draped around the necks of captains, first lieutenants and the two youngest ordinary seamen by hula dancers who performed on the *Beacon Hill's* quarter-deck.

Bus tours to the volcanoes and other points of interest were arranged for the ships' companies, and the people of Hilo extended many private invitations which were most gratefully accepted. Many complimentary remarks were made officially and unofficially on the behaviour of the crews, and it is safe to say that the Royal Canadian Navy is held in high esteem by the people of Hilo—a sentiment that is fully reciprocated.

RN Reviving Old-Time Terms

Unused since the days of sailing ship, the terms "first-rate" and "second-rate" are being revived by the Royal Navy as a means of indicating the fighting abilities of a wide range of warships now lumped under the name "frigate".

Ships classed as frigates in the Royal Navy now range from the former "Castle" class corvettes, of about 1,000 tons displacement, to vessels of almost 2,000 tons. Top speeds of the assorted frigates range from 16 to 36 knots.

RN frigates, in days to come, will be classed as first-rate escorts, including the faster (close to 30 knots and above) and more heavily armed anti-submarine and anti-aircraft ships, and as second-class escorts, representing those of lower speed and lighter armament.

Four frigate classes were well known during the Second World War—"Bay", "River", "Loch" and "Captain". The "Captain" class frigates were American-built destroyer escorts, turned over to the Royal Navy.

TRAINING SHIP FOR SCOTIAN

A versatile little ship, equally suitable for use as a gate-vessel and mine-sweeper, has moved into another role—that of training vessel for officers, men and Wrens at HMCS *Scotian*.

Commissioned on St. Patrick's day as tender to the Halifax naval division was HMCS *Port Dauphine*, a brand-new, 250-ton vessel that features bunks, full-length aluminum lockers, cafeteria messing and up-to-minute navigational aids.

The commissioning ceremony was held alongside the *Porte Dauphine* at Jetty No. 3, HMC Dockyard. Her ship's company, *Scotian* personnel and spectators heard a brief address by Captain J. C. Littler, Chief of Staff, representing Rear-Admiral R. E. S. Bidwell, and prayers and blessing by Chaplain (P) D. M. Sinclair and Chaplain (RC) A. M. O'Driscoll. The commanding officer, Lieut.-Cdr. John H. Maxner, spoke to the ship's company and then was piped on board his ship.

Manning the ship are three officers and 26 men. The coxswain is CPO James B. Burnett and the engine room is under CPO Leslie Carter. The *Porte Dauphine* is capable of carrying about 16 reserves on week-end cruises to coastal points.

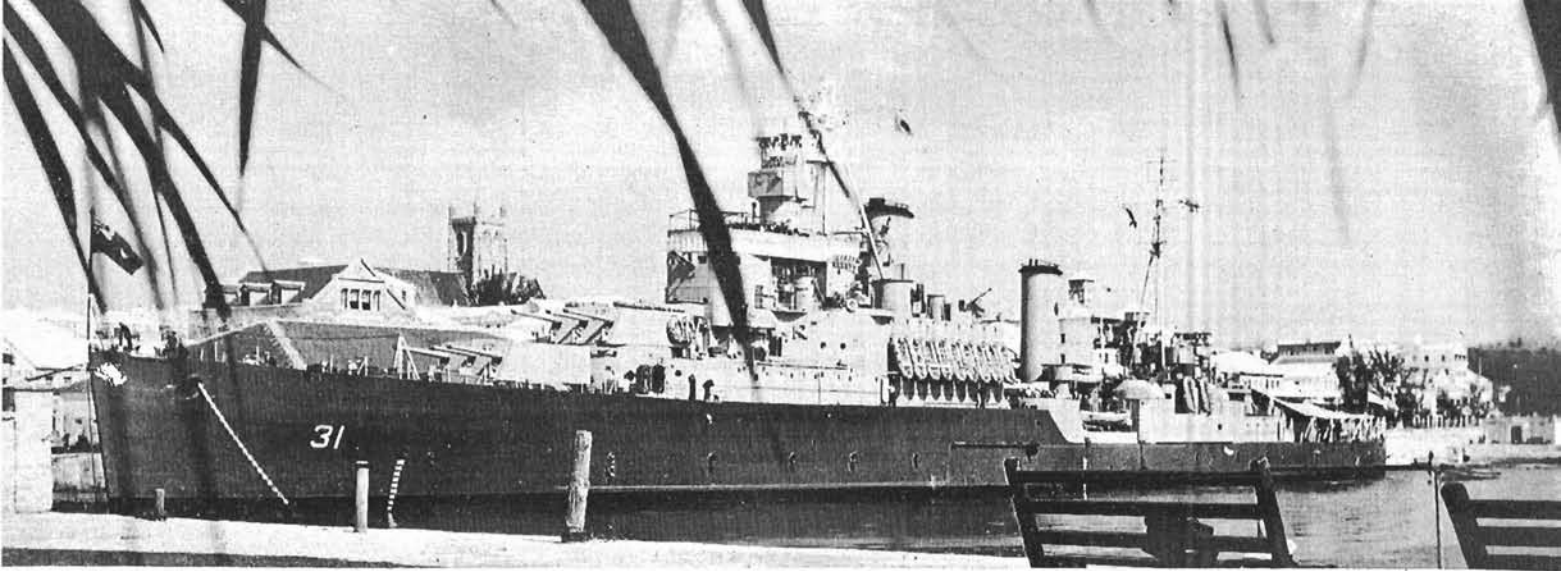
The *Porte Dauphine* was built in Pictou, N.S., by Pictou Foundry and Machine Company. She was launched April 24, 1952.

Navy Gives 'Lift' To X-Ray Unit

The Royal Canadian Navy and the Saanich and South Vancouver Island Health Unit co-operated in enabling residents of a number of nearby Canadian islands in the Gulf of Georgia to take advantage for the first time of the free chest X-ray service offered by the Health Unit.

HMCS *Porte Quebec*, auxiliary vessel, carrying complete X-ray equipment and a technician from the Division of TB Control, British Columbia Department of Health, Vancouver, sailed from Esquimalt on March 9 and visited ports on Salt Spring, Galliano, Mayne, North and South Pender and Saturna Islands. With the exception of Salt Spring, none of these islands have been visited before by the X-ray service.

Arrangements for loan of the naval vessel were made between the Pacific Command and Dr. A. N. Beattie, director of the Saanich and South Vancouver Island Health Unit.



HMCS "Quebec" Alongside at Hamilton, Bermuda (QB-660)

Pleasures and Perils

HMCS *Quebec* sailed from Halifax on February 6 on her first training cruise of the year. Borne for training were 17 Midshipmen (Air), six Sea Cadets and 150 new entry seamen. En route to Bermuda and while there, the cruiser wore the flag of Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast. Impressions and incidents of the cruise are recorded here by the ship's "Crows-nest" correspondent.

Bermuda

The old Naval Dockyard was a sad scene to those who remembered its more majestic days. Once the home of the proud West Indies Squadron, which kept the Dockyard the epitome of naval efficiency and smartness, and where great fleets of bicycles bearing dockyard mateys streamed in and out the gates at starting and knocking-off times, it was like visiting the grave of an old friend whose spirit was loathe to leave.

The weather during our stay was not all the Bermuda Board of Trade quotes in its pamphlets. We moved from the Dockyard to Hamilton on Friday the 13th in a 50 mph wind, arriving alongside in a terrific cloudburst.

On the weekend, tours of the islands were arranged to show the ship's company historic points of interest, the famous Crystal Cavern, the Aquarium and the Museum.

In the sports field, the *Quebec* acquitted herself nobly. In softball versus the U.S. Navy, the *Quebec* won both games, 12-0, and 9-6; against HMCS *Huron*, the *Quebec* triumphed 25-2. Basketball saw the USN win 68-48, but the Bermuda All-Stars were trounced by the *Quebec* 48-42.

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Virgin Islands

Friday, February 20, at 1100, we dropped anchor off Reef Island near East Tortola. An official call was paid on the Resident Commissioner, Mr. R. Cruickshanks.

Before evening a group of "eager beavers", known as the Eagle Cricket Club of East Tortola, had challenged the ship to a cricket match on Saturday afternoon.

What a game! East Tortola is a fishing village of approximately 400 to 500 souls. Roughly, there were 300 came to view the cricket match. Only the aged, infirm and babes in arms were absent.

Some of the ball players, who have been masquerading on the *Quebec's* cricket team, were completely unfrocked

in this game. The East Tortola bowlers were terrific and their fielding was superb.

To clew the whole business up, their batting was as good as their fielding, making the score 85-32.

An interesting sidelight: One of the *Quebec's* seamen asked a Tortolian if they had any policemen in the village. The Tortolian replied in the negative. He was then asked what happened if any of them began fighting. The reply was rather Christian in character: "Man, we don't fight. We have nothing to fight about."

It would appear that invariably these little outposts of the British Empire are a silent but shining tribute to British administration and justice.



The Seamen's team came out on top in inter-part sports during the February visit of HMCS "Quebec" to Bermuda. Rear-Admiral R. E. S. Bidwell, who flew his flag in the "Quebec", is seen presenting the Cock-of-the-Walk Trophy to Ord. Sea. James Phillips, of Saint John, N.B., who accepted it on behalf of the team. (QB-657).

Trinidad

The pièce de résistance of all the receptions was at Government House in honour of Her Royal Highness the Princess Royal. With a masterpiece of soft lighting showing a backdrop of beautiful lawn, shrubs and magnificent saman trees, the Trinidad police and band "beat the retreat". It was a most stirring bit of pageantry, beautifully executed.

Prior to our arrival in Port of Spain there had been a fund formed by contributions from various firms and citizens to provide dances, recreation and transportation for the men during our stay. There were invitations to visit oil fields, sugar factories, the pitch lake and other points of interest.

Daily trips to Maracas Beach were favorite outings. The last trip on Sunday, March 1, proved to be a most exciting one.

Returning from Maracas Beach, one of the buses was overheating. The road is a very narrow, winding affair some 12 to 16 miles long through the mountains. After panting and wheezing to one of the steepest heights, the bus started its descent—and the driver suddenly found he was without brakes.

Picture the situation. A steep cliff on the inboard side of a very narrow, snake-like road, with roughly a 1,000-foot sheer drop on the outboard side. The conductor and a few others who were tuned in on the driver's frequency promptly bailed out.

The driver was game, however, and with the moral support of CPO Raymond D. Moore—the man who kept his head and more or less took charge of the situation—he tried frantically to change to a lower gear. Eventually he was successful and the bus slowed to a more moderate pace.

The worst was yet to come. The poor, overheated, overworked clutch finally threw in the towel and the bus raced murderously down the mountain.

The Good Lord was surely at the wheel with the driver, because he really had no legitimate right to negotiate some of the turns he was making. Our cool and collected CPO Moore advised him to try slowing the bus by grazing the inboard side of the vehicle against the mountain. This did the trick.

When the bus was finally brought to a grinding halt, some pretty shell-shocked sailors staggered out, vowing they never wanted to see a bus again. Some walked the remainder of the way and some hitch-hiked. There were not many got in the relief bus sent to fetch them.
—L.S.

HMCS Nootka Remembers

\$4,000 Voted From Ship's Fund for Children

Memories of the privations and suffering of children living in war-torn Korea and other poverty-stricken countries remained with the officers and men of HMCS *Nootka* after the ship's two tours of duty in the Far East and the destroyer's journey around the world.

They have done something about it.

Nearly \$4,000 was voted from the ship's fund "to be given to organizations in Halifax devoted to the assistance of underprivileged children." When the *Nootka* was paid off into reserve, the money was turned over to the Royal Canadian Navy (Halifax) Central Charities Fund for distribution.

At a recent brief ceremony at HMC Dockyard, Commander R. M. Steele, former commanding officer of the *Nootka*, and CPO Joseph Leary and Ldg. Sea. Donald McCoy, former members of the ship's company, presented cheques to five Halifax organizations.

The Children's Hospital received \$1,500 to be used for furnishing a four-bed ward and for operating-room equipment. The Canadian Paraplegic Association (Maritime Division) was

given \$1,000 to buy wheel chairs. Uniforms for the boys' band and recreational needs are to be bought with the \$1,000 presented to the Halifax Police Boys Club.

The Protestant Orphanage was given \$205 to purchase recreational and educational items and St. Joseph's Orphanage received the equivalent of that amount in the form of a combination radio-phonograph.

The ceremony was climaxed by the voting of an additional \$1,087 from the ships' fund, the basis of its distribution to be decided at a later date.

Recipients of the gifts have expressed their thanks both verbally and in letters.

Sister Anita Vincent, Mother Superior of St. Joseph's Orphanage, recalled past generosity and said the Royal Canadian Navy was forever in the children's prayers.

"The officers and men of HMCS *Nootka* were intensely interested in children," said Commander Steele, "and the gifts to these organizations represent a fulfilment of their desire to assist underprivileged children".



CPO Joseph Leary, former Coxswain of HMCS "Nootka", presents a cheque to Sister Anita Vincent, Mother Superior of St. Joseph's Orphanage, Halifax. The money was earmarked for a radio-phonograph which the "Nootka's" men went out and bought for the orphanage at a bargain price. In the background are Commander R. M. Steele, former commanding officer, and Ldg. Sea. Donald McCoy.

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Cayuga

The big thing on board HMCS *Cayuga* these days is the business of getting used to the new armament and equipment added during her eight-month refit.

The ship's company has been deep in the trials program since the *Cayuga* was recommissioned on Monday, February 23.

On the sports side, the basketball team came out on top in its first game. Football and softball teams are being organized and a full sports program is being planned.

HMCS Algonquin

Following an impressive commissioning ceremony, the ship has been continuously on the go, carrying out first of class trials and preparing for the trip to the East Coast.

Many of the ship's company have been engaging in various sports and tournaments in off-duty hours. Among these are hockey, bowling, basketball, bridge and cribbage.

CPO Francis Lowe and AB Theodore Audette of the ship's company played for the RCN hockey team in the Victoria Commercial League. AB Raymond Shanks, of Toronto and Georgetown, British Guiana, won the lightweight title in the B.C. Golden Gloves boxing tournament in Vancouver.

Aldergrove Radio Station

Naval Radio Station Aldergrove is well on its way to becoming a garden village in what the tourist posters call "Canada's Evergreen Playground".

To the confusion of personnel returning to the station for a second time, dirt roadways through the married quarters area are disappearing under asphalt edged by curbing and bordered by gently rolling boulevards. The yards are now adorned with lawns and trees. Work still lying ahead is the completion of private driveways and sidewalks.

Flower beds have been prepared around the station itself and throughout the married quarters area. Shrubs will bring added beauty.

A mild, moist winter made bowling and badminton the chief sports at Aldergrove. Once the pits are dry, the

cheerful ring of horseshoes can be expected.

Ordnance School

The third Armourers (G) and (C) have completed their course and have been drafted. PO Russel Kerr has gone to Indian Head, Maryland, for a six-month Explosive Disposal Unit course, while Petty Officers Leopold Roy, Roy Southern, John Derrick and Eric Hemming, gunnery armourers, and Gilbert Shaw, William Robinson and James Cavanagh, control armourers, have returned to Halifax, their home port division.

Electrical power has been supplied for the workshop in the shape of "The Thing", which is a portable diesel.

With the commissioning of HMC Ships *Cayuga* and *Algonquin*, the equipment and trials staff has been very busy recently.

The first class of Armourers Mates "Q" began on March 30, with six men in the class. They are Ldg. Sea. Edward Griffith, AB Charles Nowell and Ordinary Seamen Glenn Clarke, Barry Moreland, H. Redlin and L. Cove.

Success in bowling and basketball has helped to atone for the hockey team's misfortunes. After being swamped in their first game with HMCS *Ontario*, the ordnance pucksters took an even worse trimming in a return match. However, the hockey team did manage to finish in fifth place in inter-part sports.



A part of the Navy which serves quietly and unobtrusively and rarely gains much publicity was paid a deserved honour when the wife of a senior Chief Petty Officer of the Steward Branch christened HMCS "James Bay" (coastal minesweeper) at Esquimalt on March 12.

The traditional bottle of champagne was broken over the ship's bow by Mrs. Ella F. Rogers, wife of CPO H. A. (Alec) Rogers, an instructor in the Supply School at HMCS "Naden" and a veteran of nearly 20 years' service in the RCN.

Mrs. Rogers was selected by the Flag Officer Pacific Coast to sponsor the new minesweeper as the wife of a senior man in a branch which renders excellent service and gets little recognition.

When the keel of the "James Bay" was laid on August 16, 1951, the ceremony was performed by the wife of another Chief Petty Officer. She was Mrs. Thelma Ingham, whose husband, CPO John G. Ingham, an engine room artificer, was then serving at Naden.

The bowling team fared better and on the eve of the playoffs was in first place in the Command league. The basketball team finished in second place in the inter-part loop.

ATLANTIC COMMAND

HMCS Portage

In company with HM Submarine *Andrew* and CNAV *Eastore*, HMCS *Portage* arrived home from her last pre-refit cruise on February 21.

The return "Milk Run" from Bermuda was quite uneventful except for the chance meeting with RMS *Queen Elizabeth*. Greetings were exchanged by light and each ship proceeded her respective way, the "Q.E." at a modest 30 knots and the *Portage* at a slightly more modest eight.

After 14 months in the *Portage* as TAS and gunnery officer, Lieut. J. S. Cottingham has been appointed to HMCS *Magnificent*.

On the night of March 3, the *Portage* was the first ship to put to sea to assist in the search for a missing Avenger aircraft. Although the majority of the ship's company were ashore on leave, an excellent response to phone calls and radio announcements enabled the ship to sail 82 minutes after the alarm had been given.

HMCS Shearwater

During the month of February, *Shearwater* assumed something of the air of Buckingham Palace, with guards being paraded at frequent intervals. Many of the parades were for practice, but during the last week of this notable month guards were mounted for three successive incidents.

Wednesday, February 25, was the occasion of the visit of Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, who returned the official visit of *Shearwater's* new commanding officer, Captain A. H. G. Storrs. The next morning the guard was again mounted to honour Commodore, now Rear-Admiral, H. F. Pullen, who was also returning an official visit.

On Thursday afternoon a volunteer guard of communicators, under the command of PO R. E. Meadows, was paraded, brooms and mops at the slope, to bid farewell to one of *Shearwater's* more colourful characters, CPO J. H. Gower, who was leaving on a most dangerous mission across the peril-infested waters of Halifax harbour.

After inspecting his guard, PO Gower was presented with a medal, struck for the occasion, for bravery above and beyond the call of duty, which is



More than 1100 pints of blood were collected in two recent clinics in West Coast naval establishments. Here Mrs. V. A. Thistle, secretary of the Victoria Transfusion Service, left, and Miss J. Thomson, Red Cross driver, stand by a refrigerated truck containing 500-odd pints of blood donated at a two-day clinic held in HMC Dockyard, Esquimalt. Earlier, more than 600 pints were collected in HMCS "Naden". (E-22057)

described in the citation which read: "Thirty-month hero. Citation: To C2RA4 J. H. Gower. For surviving 30 long months at HMCS *Shearwater*, during which time he made several perilous trips to the Eastern Passage radio station and one trip to the Homer."

TAS School

Recently of HMCS *Nootka*, Lieut. A. R. McClung has joined the staff of the Torpedo Anti-Submarine School.

Congratulations have been extended to two former Commissioned Gunners (TAS) on their promotion. They are Lieut. (Star) R. E. Middleton and Lieut. (Star) D. W. Hurl.

Unbeaten during the season in inter-part play, the TAS School basketball team was hopeful of keeping its record intact during the playoffs.

Coverdale Radio Station

Coverdale Naval Radio Station can look back with a certain amount of pride on some good exhibition hockey during the past winter.

Outstanding was the classic in which the Leading Seamen and Below gained the title from Chief and Petty Officers.

Station personnel have taken up volleyball with enthusiasm and are doing

well in a seven-team league which includes other service teams, the RCMP, Moncton High School and St. Joseph's University.

Plans are afoot to enter teams in both the men's and women's softball leagues in the Moncton area. An effort is also being made to round up a team for the baseball league.

Dances every month and bingo games every fortnight provided lively entertainment during the winter season for members of the ship's company and their families.

HMCS New Liskeard

HMCS *New Liskeard* has a new commanding officer in the person of Lieut.-Cdr. R. L. Ellis. He succeeds Lieut.-Cdr. T. W. Wall, who has gone to the United Kingdom for a Royal Navy staff course.

Just a few hours after the change in command, the ship was despatched to search for survivors of the *Avenger* which crashed off Halifax with the loss of three lives.

Later the *New Liskeard* was chosen to bear the firing party and mourners to the crash area to conduct a service and place wreaths at the scene. Memorial services were held at HMCS *Shearwater*.

The ship's company has laid claim to the adjective "intrepid" and swears by the *New Liskeard* as a fine, sea-worthy vessel.

During a recent oceanographic survey cruise officers and men were put to the acid test. Some 300 miles off Cape Race, Newfoundland, they weathered a hurricane which registered wind speeds of 80 knots and more. The barometer skidded to 958 millibars and waves of 50 feet in height were recorded.

An additional claim to hardihood has been laid by an individual member of the ship's company. PO Burton Stinton chose Friday the 13th to misjudge the distance between harbour craft and jetty ladder and disappear into the waters of Halifax Harbour, Dartmouth side.

His superb buoyancy brought him to the surface in a barrage of bubbles and fellow passengers restored him to good standing as a non-amphibious biped. PO Stinton's application for membership in the Polar Bear Club (sea temperature was 33 degrees) has been held up while the committee considers whether the fact he was fully clothed disqualifies him.

NAVAL DIVISIONS

HMCS Malahat (Victoria)

An informal visit by Commodore Kenneth F. Adams, Commodore RCN Barracks, was among the highlights of recent activities in the Victoria naval division.

Welcomed at divisional headquarters by Commander G. A. Victor Thomson, commanding officer, and other senior officers of the division, Commodore Adams was taken on a complete tour of the "wood and stucco ship" and later gave an informal address to the ship's company.

He spoke enthusiastically of his new appointment which will take him to Hamilton, Ont., as Commanding Officer Naval Divisions, and expressed confidence in a continuing growth of naval reserve units across the country.

Children of staff members were the star performers in the annual ice carnival which climaxed the skating season at HMCS "Cornwallis". In the upper photo, Captain James Plomer, commanding officer of the establishment, presents prizes to winners in the costume contest. At the left is Chaplain H. R. Pike, chief organizer of the event. In the lower picture are two of the winners, Sivylin Godfrey and Lawrence Short. (DB-2445-2446).



Membership continues to increase at *Malahat*, with a number of men attested into the division over the past several weeks. Among these have been Alexander Hogg, petty officer electrical technician; Grenville Temple, able seaman; Garth Myers, ordinary seaman stoker mechanic; Alfred Lalonde, ordinary seaman, and Marilyn J. Winterburn, administrative writer in the Wrens' division.

Temple and Myers are both former Sea Cadets.

It was March 13, and it was Friday—but superstition was tossed to the winds by members of *Malahat's* Chief and POs' Mess when they staged one of their most successful smokers at the divisional headquarters. A fine entertainment program was included in the four-hour affair.

Personnel of *Malahat* are optimistic about possibilities of the division soon acquiring additional equipment for training purposes.

Interest ran high at Victoria High School on March 6 when Lieut.-Cdr. Harry Ferne, staff officer of *Malahat*, presented an illustrated address dealing with the Royal Canadian Navy before the school's vocational guidance class.—R.W.

HMCS *Star* (Hamilton)

Two well-known officers have been lost to the division. They are Commander (S) Melvin J. Doll, who is moving to Toronto for business reasons, and Lieut.-Cdr. Gordon F. Sams, who is reverting to the retired list.

Commander Doll organized and worked hard on behalf of the Welfare Committee, which has been an important factor in the success of the division.

Lieut.-Cdr. Sams was recruiting officer of the division and took a keen interest in sports activities. He organized *Star's* hockey team and was a rabid fan at all games.

HMCS *Queen* (Regina)

Aerobatics by two Sea Furies and close formation flypasts by four Avengers were watched by about 500 Reginaans during the visit of the RCN planes to the "Queen City". More than 40 personnel from HMCS *Queen* were taken on familiarization flights.

Departing members of the Chief and Petty Officers' Mess were honoured at a farewell party. Engraved silver tea services were presented to CPO Ken Taylor and Mrs. Taylor and PO Fred Dubinsky and Mrs. Dubinsky. CPO Taylor was drafted to HMCS *Ontario* and PO Dubinsky to HMCS *Naden*.

Honoured at the same party were PO Gordon McLean and Mrs. McLean, CPO Vince Horth and Mrs. Horth, PO Bruce Graham and Mrs. Graham, PO Thomas Vessey and Mrs. Vessey, and PO Patrick Moran and Mrs. Moran.

The occasion was marked by a dance, with refreshments prepared by the ladies' auxiliary.

Other staff changes have included the drafting of Ldg. Sea. C. R. Walls and Ldg. Sea. E. Kuffner to *Naden* and PO Howard Laatsch to the *Ontario*.

Recent social events have been a court whist by the Chief and POs' Mess and a smoker by the Seamen's Mess. Both functions were well attended.

Naval aviators, during their visit to Regina, were guests at the Wardroom's monthly square dance.

Presentation of the Canadian Forces Decoration was made to CPO Albert Olander. He joined the Navy in 1939 and served in the North Atlantic during the Second World War. An instructor in the communications Branch at *Queen*, he came to Regina from Edmonton in 1948.—C.E.B.

HMCS *York* (Toronto)

York has had two distinguished visitors in recent weeks.

Rear-Admiral Sir Richard Bevan, Ret'd., a leader in the British Boy Scout movement, accompanied by Fred J. Chalk, president of the Toronto Boy Scouts Association was a guest at dinner in the wardroom on a recent training night and was taken on a tour of divisional headquarters by Captain Robert I. Hendy, commanding officer.

Admiral Bevan took over a class period in the junior officers' course and recounted humorous incidents from his experiences in the Royal Navy in many parts of the world.

Captain V. A. Wight-Boycott, United Kingdom naval attaché in Ottawa, was the principal guest of honour and speaker at a highly successful stag party in the Chief and POs' mess. Mess members and their guests from the Garrison Sergeants' Mess listened with intense interest to a talk which he titled "The Next War".—R.R.

HMCS *Discovery* (Vancouver)

HMCS *Cordova*, tender to *Discovery*, has been kept busy with weekly cruises to supplement the division's Tuesday night training parades. Duties as commanding officer of the *Cordova* are being shared by Lieut.-Cdr. J. H. Stevenson and Lieut.-Cdr. Joseph Roberts.



Three former Sea Cadets enrolled together in the RCN (Reserve) at HMCS "Prevost", the London naval division, recently. In the above photo, Lieut.-Cdr. Donald Freeman, recruiting officer, attests Ordinary Seamen Joseph Sullivan, Larry Kyle and Tom Pekoe, all former members of RCSCC "Courageous", which drills in HMCS "Prevost". (Photo courtesy the London Free Press).

The minesweeper has gone on cruises to Vancouver Island as well as on day-long trips through Howe Sound and other waters close to Vancouver.

Lieut.-Cdr. Roberts is conducting an introductory course in TAS for interested officers.

"Communist Infiltration in Canada" was the subject of an informative address to the wardroom by Instructor Lieut. J. D. Harbron of HMCS *Naden*. Another visitor from *Naden*, Surgeon Lieut.-Cdr. V. S. Newman, spoke to the medical department.

The Women's Auxiliary to the wardroom has elected the following officers: Mrs. Edna Irish, president; Mrs. Doris Stevenson, vice-president; Mrs. Mary MacDonald, secretary; Mrs. Nancye Herbert, treasurer; Mrs. Doris Turner, member at large, and Mrs. Bev Roberts, convener of the telephone committee.

HMCS *Cabot* (St. John's, Nfld.)

Cabot's entry in the St. John's table tennis tournament dropped its first two games by close scores, then went on to take nine straight from a United Nail and Foundry foursome. Ldg. Sea. John Stewart, captain of the *Cabot* team, won three matches. AB Angus Rose and AB William Gladney accounted for two each.

No losses in its first four starts was the record chalked up by *Cabot's* hockey team.

The season opened with a 7-6 win and a 4-4 tie in encounters with the Department of Veterans Affairs team.

In *Cabot's* third game, the Marshall Motors aggregation took a 13-3 thumping. Harder fought was the game with the Clarenville (Newfoundland) Rovers. Challenged by the Rovers, the *Cabot* team journeyed to Clarenville and came up with a 6-4 victory.

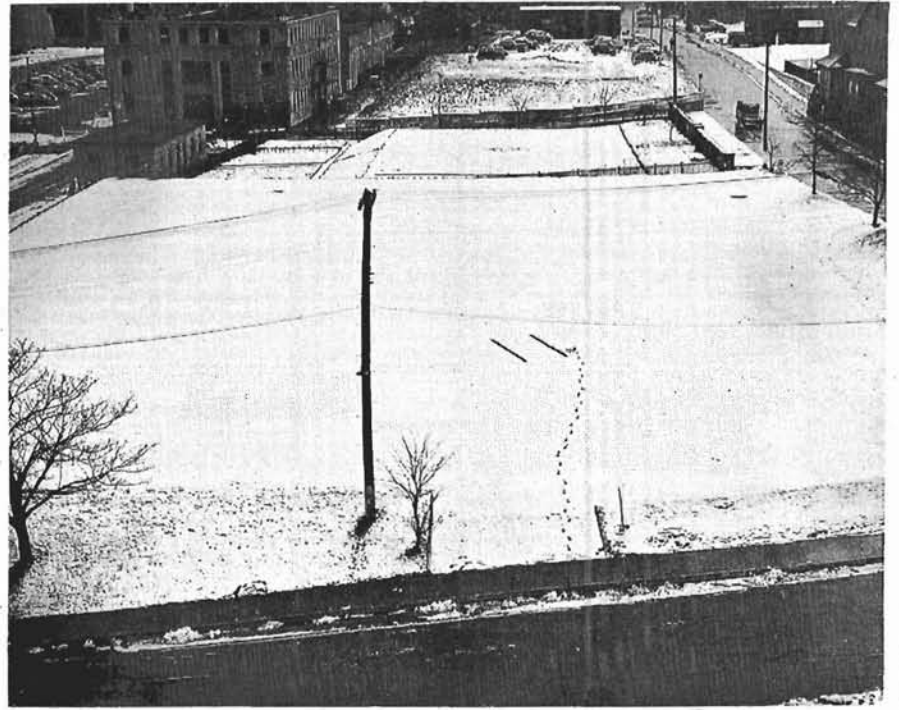
A basketball team has begun to work out under the direction of Lieut. (S) E. M. West and indications are that the vermilion and white of *Cabot* should make a good showing on the local courts.—A.C.C.

HMCS *Tecumseh* (Calgary)

HMCS *Tecumseh's* hockey team, after dropping its first encounter, blew hot and won all the rest of its games.

Calgary's famous chinook winds blew even hotter, however, and melted all the outdoor rinks in the district.

When arrangements were finally made to have the semi-finals of the Calgary Garrison Hockey League played



Footprints in the snow may be nothing new, but when they start in the middle of a snow-covered parade ground and only go one way they can be puzzling. The explanation for these, however, is simple. They are footprints from the sky and belong to Lieut.-Cdr. Michael Page, who was landed on the parade ground at HMC Dockyard, Halifax, by a float-equipped helicopter from HMCS "Shearwater". The two long marks are silent tribute to a perfect landing. (HS-24371).

off on artificial ice, the *Tecumseh* team had cooled a little.

In a rip-roaring game that had the crowd standing all the way, *Tecumseh* lost 4-3 to the Princess Pats. The Pats' well-organized cheering section out-rooted the Navy and this seemed to have had a bearing on the play.

A successful St. Patrick's dance was put on by the Ship's Fund on March 20.

The Calgary division feels highly honoured in having the only Wren officer in the RCN Coronation Contingent chosen from *Tecumseh*. She is Lieut. (W) M. K. Thompson.—C.S.J.L.

HMCS *Scotian* (Halifax)

More than 150 guests were present for the annual Commanding Officer's Inspection and Prize Night at HMCS *Scotian* on March 26.

The regular ship's company was augmented by UNTD cadets and a platoon from *Scotian's* new tender, HMCS *Porte Dauphine*. The bandmaster and four Sea Cadet buglers from RCSCC Nelson were in attendance.

Platform guests were W. J. McIsaac, president of the Naval Officers' Association of Canada, Halifax branch; Lieut.-Cdr. John Bugden, Reserve Training

Commander; Superintendent J. P. Fraser, Commanding Officer Marine Division, RCMP; Lieut.-Cdr. J. H. Maxner, Commanding Officer, HMCS *Porte Dauphine*; Lieut.-Cdr. J. Monaghan, Commanding Officer, RCSCC Nelson, and Lieut.-Cdr. C. A. Binmore, Staff Officer, HMCS *Cabot*.

Private guests of *Scotian* personnel included Rear-Admiral F. L. Houghton, Ret'd, and Mrs. Houghton, and Cdr. G. M. Wadds and Mrs. Wadds.

Prizes included:

NOAC dirk for best all-round seaman to AB Russel J. Comeau; best new entry rating, Ord. Sea. Lester Wah; UNTD prizes, second year to Cadet J. D. O'Neill and third year to Cadet R. D. Bouchard.

The Inter-Part Field Training Trophy was won by the seamen and accepted by Ord. Sea. R. J. Swaffer.

The Inter-Part Rifle Trophy was won by the Wrens and was presented to PO Wren Eleanor Cunningham. Other team members were Ord. Wren Frances MacGillivray, Ord. Wren Marie Burrows and Ord. Wren Betty White.

The Boat-Pulling Cup was won by the Wrens and was received by Ord. Wren Sheila Sullivan.

Ord. Sea. John Woodroffe won the recruiting prize.

THE SAILOR and THE SCIENTIST

(Part Two)

Following is the concluding portion of an address by Dr. G. S. Field, Chief of Division "A", Defence Research Board, and Scientific Adviser to the Chief of the Naval Staff, to the annual meeting of the Technical Section, Canadian Shipbuilding and Repairing Association, in Montreal. The first part appeared in the April issue of *The Crow'snest*.

A DIVISION of the Naval Research Establishment (which is paralleled at the Pacific Naval Laboratory) is the so-called "dockyard laboratory". This is the part of NRE which helps with the many problems arising every day within the dockyard itself. This laboratory includes chemists, metallurgists, radiologists, etc. It carries out chemical and metallurgical tests and X-ray analyses of welds and other parts of structures. It undertakes research on anti-fouling paints. As has been said, great progress has been made with systems for the prevention of corrosion. But ships still have to be docked periodically for the removal of marine growth, and much

remains to be done with anti-fouling and other means before the fouling of a ship's hull is likely to be drastically reduced.

Another project in hand has to do with the "dezincification" of two-phase naval brasses. Under certain circumstances the zinc tends to corrode out of the brass and leave only porous copper behind. The strength is completely lost and the part fails. This problem is under active investigation from several angles and with hope of at least partial early success.

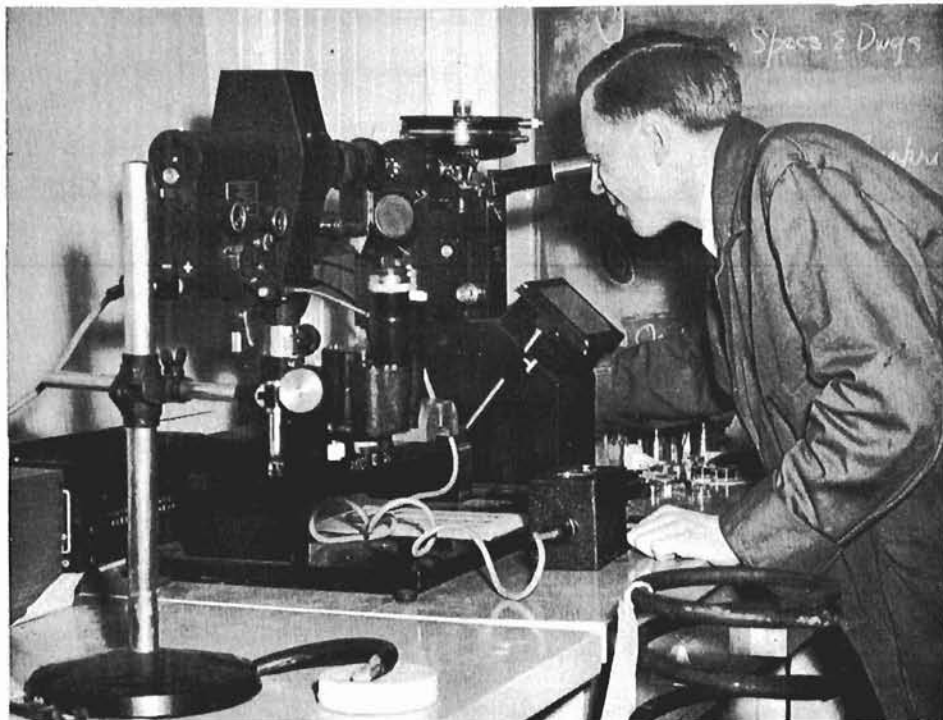
Still another project is concerned with the compatibility of aluminum-mahogany barrier pastes and anti-fouling paints as used in the new mine-sweepers. An examination of the proposed construction revealed that little was known of the probable behaviour of the various couples and contacts arising from the use of different construction materials. To test the general interaction of the various materials and fastenings, the Dockyard Laboratory of NRE has completed a structure in

which all the variables can be tested in sea water under identical conditions.

This NRE group and the similar one at PNL are the sections of the Laboratories dealing with bread-and-butter problems. The sections handling anti-submarine and other secret projects also have their bread-and-butter activities. Generally, however, they are occupied with long-term projects, which we hope will pay off in the form of "cake" but for which we may have much longer to wait.

The West Coast Naval Laboratory at Esquimalt was set up primarily to take advantage of the favourable climatic and water conditions existing on the Pacific Coast. The deep, protected coastal waters of British Columbia are particularly useful where experiments are to be carried out which involve a great deal of handling of heavy equipment over the ship's side into the water. One particular piece of water, for example, is almost like a laboratory tank on a vast scale. It is several miles in extent, more than 100 fathoms deep and protected on almost all sides by high mountains. Thus, day after day the surface is calm and operations from a ship may be carried out with almost no lost time due to weather.

There is another kind of research which is of interest to the Navy and which is of comparatively recent origin. This is research where generally the laboratory is the actual field of operations. During the war it was found that the scientific approach consisting of careful observation, analysis and conclusion could be applied to operations. Accordingly, operational research teams were organized and given a wide variety of problems to tackle. For example, given the submarine detecting range, speed and endurance of an escort vessel, what is the best dispersion of such escorts around a convoy? Or, knowing the capabilities of an anti-submarine aircraft, how many aircraft should be continually in the air, and what sort of pattern should they fly? This kind of question is obviously of great operational significance and one which is capable of scientific analysis. An actual example, taken from the war, will serve to illustrate the procedure employed.



In the Pacific Naval Laboratory, Technician R. S. Colquhoun determines the cause of a broken Bofors spring with the aid of a metallographic microscope. This instrument is used in studying the structure of metals. (E-22202)

When convoys of merchant ships were mass-attacked by U-boats in 1942, they were likely to suffer heavy losses. The average convoy size at that time was about 40 ships and each was usually protected by six escorts. It was estimated that about double that number of escorts would be necessary to provide adequate protection, but since extra escorts did not exist, the other factors in the situation were examined. The only variable that could be changed actually was the size of convoy, so with this in mind, the losses that had occurred in all convoys were analyzed. It was found that in 1941 and 1942 the percentage losses in large convoys were markedly lower than in small convoys. In fact, about the same number of ships were lost per convoy, whatever its size. It was found, too, that the number of escort vessels for both large and small convoys was about the same, and the size of the attacking U-boat packs had also been fairly uniform.

The reasons for this equality of losses per convoy were probably that the perimeter of a large convoy is not so very much larger than that of a small one, and that once a submarine breaks through the screen the number of ships it sinks depends on the number of torpedoes it carries. (Similarly, a man with a shotgun brings down no more ducks from a flock of 80 flying overhead than he does from a flock of 40.)

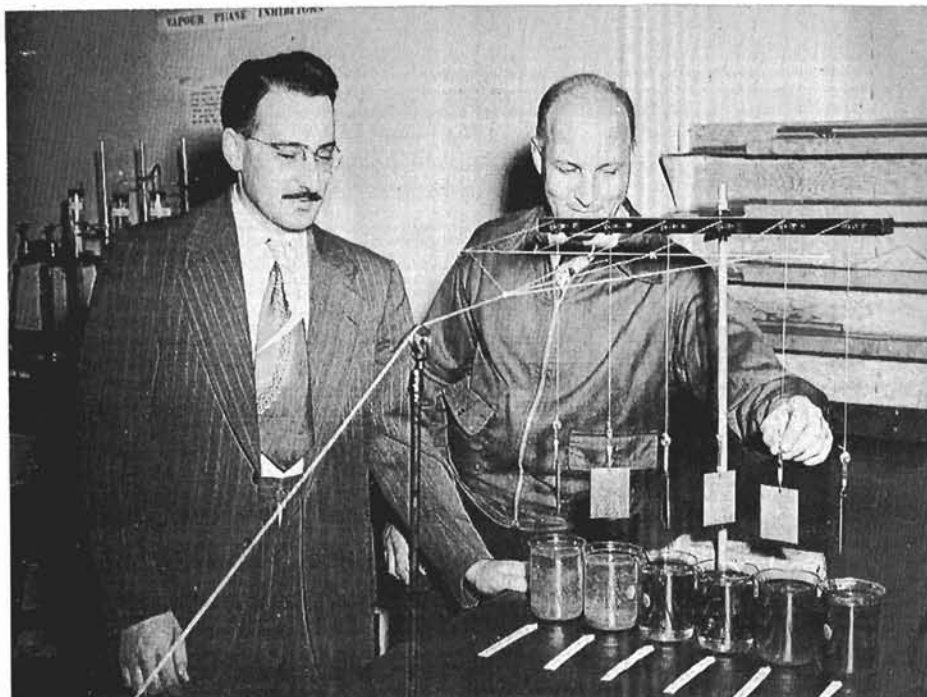
It therefore appeared that by increasing the size of convoy, there would be fewer of them and, hence, fewer losses. In addition, fewer convoys meant more escorts for each, with a correspondingly greater protection and less likelihood of loss. Thus, there was a clear case for the larger convoy, and the size was increased accordingly.

DRB Advises Minister, DSS Conducts Research

The Defence Research Board consists of the Chiefs of Staff of the three armed services, the Deputy Minister of National Defence, the President of the National Research Council and appointed civilians. Dr. O. M. Solandt is the Board's chairman.

In addition, Dr. Solandt heads an organization made up of a headquarters staff and various research and development stations. This is now known as the "Defence Scientific Service."

The Defence Research Board advises the Minister of National Defence on the application of science to defence problems; the Defence Scientific Service conducts research and provides scientific advice and assistance for the Canadian Forces.



One of the better known projects of the NRE has been that concerned with the prevention of corrosion in ships' hulls. Much progress has been made in this direction and the methods developed by the Canadian scientists have been adopted in Great Britain and the United States. The work continues and here Dr. J. H. Greenblatt and Mr. Kenneth Barnard examine a series of inhibitors in anti-corrosive solutions. (HS-22937).

Within the Defence Research Board there is now a central Operational Research Group, and from it are posted various field groups to operate with the Services. For example, one such group functions within Naval Headquarters and there is another group at Halifax.

In addition to the research and development carried out in the naval establishments, it has been found necessary to put certain developments out to industry. Novel electronic devices which were conceived in the minds of certain naval officers are being developed in this way.

We have not yet reached the stage of push-button warfare, but we certainly have reached the stage where the assistance of push-buttons and the electronics which lies behind them are absolutely vital.

Other research of interest to the Navy is under way in the laboratories of the National Research Council. The assistance in electronics that is being given by industry has been mentioned. In this same field the National Research Council is also helping very greatly. Then their towing tank, where ships' models are being tested, is contributing valuable information of immediate value.

The Bureau of Mines, with its excellent staff and facilities, has been of great help in a number of ways where the properties of metals were involved.

The universities have had an unbroken record of continuous assist-

ance in naval research matters since Drs. Henderson and Johnstone of Dalhousie University were called in to help in 1940. On the whole, as would be expected, the university contribution is now in more fundamental research matters, where the naval interest will be served by long-term research programs. In some cases, however, the development of hardware has been required and the universities have not hesitated to produce the bits and pieces for experimental trials.

Perhaps the most important development in our age has been the close working relationship established between science and industry, which has permitted the scientist's dream of one day to be translated into an article for the use of man on the next.

The First World War began and the Second World War extended this same relationship between the military man and the scientist. In our present naval research program we are maintaining this close co-operation and bringing in scientists from many different agencies. As long as the submarine and other threats to ocean commerce exist, we must keep ahead with the development of weapons and means of countering such threats. If we can keep ahead we may never have to use these weapons, but if the necessity does arise, we must ensure that the equipment which our Navy has to fight with is good enough to ensure our victory.



The Navy Plays



Naden Hoopsters Take Inter-Service Title

HMCS *Naden* won the B.C. tri-service basketball league championship when, in the last game of the season, the sailors scored a 32-31 victory over RCAF Sea Island to mark up a perfect record.

In the season's opening game, Navy played host to Sea Island. Both teams held the lead several times during the game and only a last-minute drive by the tars gave them the win.

Navy then defeated Gordon Head Army 81-35 and 91-52. In a home-and-home series with Chilliwack Army, *Naden* came out on top by scores of 92-45 and 43-29.

The RCAF also won over Gordon Head and Chilliwack and, by winning the last game of the schedule, could have tied the Navy for first place. This game was played in Vancouver and turned out to be the most exciting of the year.

The flyers ran in four baskets and a free throw before Navy scored. After five minutes of play the RCN trailed 11-1, but fought back to take a 23-21 lead at half time.

In the final half, Sea Island outscored the sailors 10-9, but their bid fell short

when Navy secured possession of the ball in the last minute of play and held it to the end.

Naden was handicapped for the final game by the absence of Midshipman Johnny Hewer, who had been a consistently high scorer in earlier games. Other standouts for the RCN were AB Ronald Young, Ldg. Sea. Norman Haskell and and CPO Stan James.

CPO William Marcus was manager of the team and PO William Walters handled the coaching.

East Coast Curling Club Completes First Season

The RCN Curling Club, Halifax, completed its first season with a successful bonspiel toward the end of March. Although late in organizing, an enthusiastic group of curlers composed of naval personnel and civilians employed with the Navy turned out weekly to hurl rocks and wield brooms amidst encouraging shouts from their skips.

Late in January, a group of interested curlers met in the Stadacona Gymnasium, elected an executive, rolled up their sleeves and started right in. The executive consisted of Instructor Lieut. Terence D. Hicks, president; Lieut.

Albert T. Levy, vice-president, and CPO Roger R. Curtis, secretary.

After club competition was completed, several invitation matches were arranged with curling clubs throughout Nova Scotia. The club has already begun planning a bigger and better season for 1953-54.

Catarqui Basketball Team Posts Outstanding Record

HMCS *Catarqui* climaxed an unbeaten season in the Kingston Garrison Basketball League by defeating Royal Canadian School of Signals by a 20-point margin in a two-game total-point series for the league championship.

During the regular schedule, *Catarqui* established a league record, scoring 16 straight wins and posting an average of 60 points as compared with 31 for the opposition.

York Officers Score Five Straight Victories

Things are different in the Toronto Garrison Indoor Baseball League.

The HMCS *York* wardroom team made a sudden decision not to sulk at the bottom of the heap, won its next five games and climbed to fourth position, with a good chance of entering the playoffs.

The whole team has been on its toes, but special notice has been taken of the pitching of Cadet Norm Boyd, winner of the first three games, and Lieut. (S) D'Arcy Quinn, who hurled the Navy to victory in the next two.

The smooth-working infield was a big defensive feature. It was made up of Sub.-Lieut. (S) Lorne Lodge, Sub.-Lieut. (SB) Geoff Robinson, Lieut. (L) Derek Bate and Cadet Ron Gray, with Lieut. Frank Galloway behind the plate.

Still to be played were games against RCASC and Signals, third and first respectively in the league standing.

York is thinking seriously about baseball, hoping that a team can be fielded that will take the Civil Service League championship which was almost within grasp last year. Inter-divisional play with *Star*, *Hunter* and *Prevost* is also being kept in mind.



Some of the members of the newly-formed RCN Curling Club are pictured prior to the playoff of the final match for the club trophy at Halifax. The trophy, presented for annual competition, was won this year by Mr. Gerry Beliveau's rink. Front row, left to right, are: Lieut. Thomas A. Cove, Instructor Lieut. K. D. F. McKenzie, Petty Officer Hjalmar P. Davidson, PO Freedom J. Yeman, Lieut.-Cdr. (S) Arnold B. Southon, CPO Leonard R. Ferris, PO Samuel T. Wings, CPO Fred Trottier, Mr. Peter Symko, and CPO Robert L. Henry. Back row: CPO Roger R. Curtis, Lieut. Donald E. Maxwell, Instructor Lieut. Terence D. Hicks, PO Officer Robert J. Burbine, Mr. James D. Wilkie, Mr. J. Gerry Belliveau, Mr. O. Cliff Harris, Lieut. Harold D. McFarland, Commander Frederick K. Naffel, Lieut.-Cdr. (S) Austin B. Rivers and Instructor Lieut.-Cdr. George L. Connor. (HS-24582)

York's hockey team helped to produce some hard-fought and exciting encounters on occasion, but finished third in the inter-divisional league and fourth in the four-team inter-service league. Ldg. Sea. Frank Munn, York netminder, was voted the club's most valuable player by his teammates.

Catarauqui Tops Carleton In Annual Competition

Teams from Carleton and Catarauqui tangled in interdivisional competition in basketball, hockey, volleyball and badminton at Kingston on the week-end of March 14. Although Catarauqui won the meet by a final score of 39-26, competition was keen throughout and the spirit of good sportsmanship prevailed at all times.

The Ottawa and Kingston divisions have made this an annual event and, besides building up a healthy competitive spirit, it has developed much closer relations between the two eastern Ontario reserve establishments.

Navy Boxers Star in Golden Gloves

There was an all-Navy final in the welterweight division of the 1953 Vancouver Island Golden Gloves boxing tournament, with Ord. Sea. Howard Abercrombie taking a decision over teammate AB Les Bunch.

York Stages Display At Sportsmen's Show

HMCS York's experience as one of the inland showcases of the Navy was drawn on again for the Sportsmen's Show in Toronto.

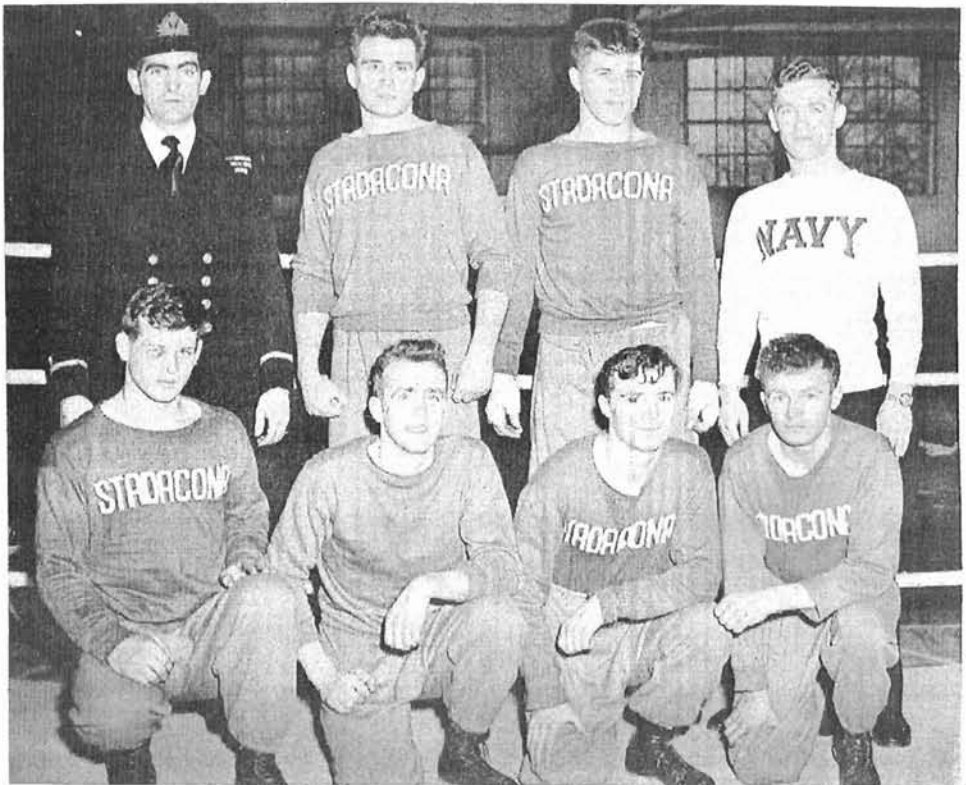
The Navy booth, ringed with white guard ropes, strung with signal flags and with a main back-drop of red, white and blue, was the bright spot of its immediate area. A ship's wheel was set up in the centre of the booth and naval scenes were shown in large photographs.

Display-window mannequins were dressed as an Ordinary Seaman, Wrens, Naval Aviator and Diver. A lightweight diving suit was also displayed.

Also holding the interest of visitors to the show was the film "A Man's Life", which was run continuously in an Admatic machine. It was suspected that the attention-getting power of the film was increased by the fact that many passersby were under the impression they were looking at an outside TV set.

A welcome visitor to the exhibit was "Miss Canada"—Miss Marilyn Reddick.

This year's Sportsmen's Shows exceeded in attendance the 200,000 mark set last year.



HMCS "Stadacona's" boxing team defeated "Shearwater" 13-10 in the annual competition for the C. E. Hand Trophy. Their honourable scars clearly visible, the "Stadacona" team is shown above. Front row, left to right: AB Fred Doucette, AB Jack Killoran, AB Fred Deegan and AB "Scotty" Maclean. Back row, commissioned Bos'n J. L. Blades, sports officer; AB Sam McCaffery, AB Dave Martin and Ldg. Sea. Bernard (Spud) Hughes (coach). (HS-24281).

The Navy team also took runner-up prizes in the lightweight and heavy-weight classes and AB Ray Shanks, lightweight finalist, was awarded the "Gamest Loser" trophy, after dropping a split decision to a classy Vancouver fighter. Sub.-Lieut. Elwood Leslie, the night's most popular and colourful heavyweight, lost a close call in the finals.

In the Vancouver Golden Gloves, AB Shanks walked off with the B.C. lightweight title after three hard-earned wins. In his second fight, Shanks kayoed highly touted Jack Wilson of Vancouver. His efforts have earned Shanks a berth in the British Empire Games trials to be held later in the year.

The Navy team made a fine all-round showing and was runner-up for the team trophy to Prince Rupert's seven-man club.

Medical Team Scores In Bowling Playoffs

Keglers of the Medical branch captured top honours in the Pacific Command Bowling League playoffs this year, with Communications coming in second and Supply School taking the consolation prize.

This is the second straight season in which the Medics have won the title.

The winning team was captained by CPO Fred Kelly and included Lieut. V. H. Skinner, CPO Howard Ward, AB Paul Bouchard and AB Ron Gibson.

Individual honours over the regular season were shared as follows:

High average—Commissioned Supply Officer Frank Bentley, 203.

High three—CPO Howard J. Ward, 781.

High single—Ldg. Sea. Alfred Stringer, 359.

Ladies' high average—Miss Maud Crawford, 161.

Bowling Leagues End Season at Cornwallis

A Men's Bowling League and a Mixed League ended at HMCS Cornwallis March 18 with the Civil Servants' team winning the men's trophy and the Hawks taking the prize in the mixed loop.

Huron Fares Well In Hockey League

Leave period and refit which kept HMCS Huron in harbour for the month of March allowed more time for sports, and with good results.

The hockey team finished second in the inter-ship league, only three points

behind HMCS *Magnificent*. In the first game of the playoffs, the *Huron* defeated the *Iroquois* 3-2 by overcoming a one-goal deficit at the end of the second period. Two goals in the third session eliminated her sister ship and future sailing companion.

The water polo team was outclassed by a much better conditioned *Stadacona* team which was made up of almost all the Atlantic Coast's champion swimmers. The score was 6-0 in favour of *Stadacona*.

Supply School Squad Clinches Sports Trophy

With '22 shooting the only event remaining on the winter sports program, the Supply School "A" entry clinched the Naden Cock of the Barracks trophy with a total of 81 points. Second and third places were also settled, Medical Communication and ND finishing second with 69 points and MTE coming next with 61.

Supply School "A" nosed out MTE, first half winners, for the hockey championship, 33 points to 32. The Supply school team went through the second half of the schedule without a loss.

Versatile Athlete Enrolled at MTE

The Mechanical Training Establishment is well represented on HMCS *Naden's* senior hockey, soccer and English rugby teams.

Most versatile of the MTE's athletes is Ord. Sea. Joe Woods, who is a member of the Navy hockey, English rugby and basketball teams, and is showing promise on the soccer field. Woods played hockey for Lethbridge Native Sons before entering the RCN.

The MTE hockey team had a good season, winning ten games and losing two.

Chiefs and POs Triumph In Cornwallis Hockey

A hard-fought 27-game inter-part hockey schedule at HMCS *Cornwallis* ended with the Chief and Petty Officers in first place. In close pursuit was the Communications School.

As well as heading the inter-part league, the Chiefs and POs also won an exhibition game with their opposites from HMCS *Shearwater* 10-5.



Petty Officer Norman Jones, Navy's net-minder in the Victoria Commercial Hockey League, has been awarded the F. W. Francis Jeweller Trophy for the goalie with the best "goals-against" average. (E-10448).

Navy Dethroned In Puck Playoff

Navy's bid to retain the Victoria Commercial Hockey League championship was disposed of by Victoria Merchants in four straight games in a best of seven final series.

After occupying a second division berth for most of the season, the Sailors managed to squeeze into the playoffs with a closing spurt. Then, in the semi-finals, they showed some of their 1952 form by knocking over Victoria Individuals three times in a row. In the final, however, their season-long lack of scoring punch became evident once more and they bowed out, quickly but gracefully, to the powerful Merchants.

Electricians Win Quebec Cage Title

Electrical Department defeated the Executive 56-32 to win the inter-part basketball championship of HMCS *Quebec*. Members of the victorious team were Petty Officers Bertram Godding and Sidney Brynildsen, Leading Seamen James Kitchen, Mike Crowley and Donald Bishop, Able Seamen Jack Hastings and Steve Stowe and Ordinary Seamen Roy Martinell and Garnet Jones.

Shearwater Tops Senior League

The *Shearwater* Flyers overpowered the *Stadacona* Blue Tides 4-1 in the



HMCS "Catarqui's" basketball team had a perfect record in winning the Kingston Garrison Basketball League championship. Members of the team were: Front row, left to right Ldg. Sea. Charles Curtis, Sub-Lieut. C. C. Summers, AB Robert J. Hillier, AB John R. Murray, Surgeon Sub-Lieut. Lawrence Sterns. Rear row, Lieut. (S) Hugh G. Cheesman, Cadet Ronald Ray, Cadet Douglas Swan, Sub-Lieut. (S) William G. Tucker and Ldg. Sea. James T. Langton. (Photo by Dick Herrington, Kingston).

third and final game of the Halifax-Dartmouth Senior Hockey League finals to take the championship.

The Flyers took charge of the play right from the opening whistle, scoring twice in the second period and twice in the early minutes of the third. Stad's lone counter was marked up at 13:25 in the third period.

Division Hockey Title Won by HMCS Star

The league trophy went to HMCS *Star* when the Hamilton team defeated HMCS *Hunter* in the home-and-home playoff series for the interdivisional hockey championship.

Star was victorious in both games, 6-3 and 7-1. Left behind in the league race were HMCS *York* and HMCS *Prevost*.

The trophy was presented by Commander W. G. Curry, commanding officer of *Hunter*, to Lieut. Rodney Lyons, captain of the winning team.

Virgin Islanders Defeat Quebec's Cricket Team

HMCS *Quebec's* cricket team went down to an 85-32 defeat at the hands of a local team during the cruisers' visit to Tortola, Virgin Islands. Members of the Tortola Cricket Club and their wives were guests on board the *Quebec* after the match.

The ship's softball team played a practice game and afterwards a softball and bat were given to some of the natives who had gathered to watch. By the time the ship left, close to 100 people were on the field playing and greatly enjoying a mass game vaguely resembling softball.

Inter-part sports were precluded by the shortage of playing space but many members of the ship's company enjoyed recreation leave to go swimming and hiking.

Portage Drops Inter-Ship Games

Lack of practice due to long periods at sea was blamed by HMCS *Portage* supporters for their team's defeat at the hands of HMCS *Huron* in an inter-ship hockey game. The *Portage* came out on the short end of a 4-1 score.

Even Friday the 13th didn't change the *Portage's* luck for the better. Meeting HMCS *Magnificent* in the first round of the inter-ship sudden-death hockey playoffs, the *Portage* was shut out 9-0.—A.B.T.

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A Quiet Week-End

by
N. J. G

WHILE 30th Carrier Air Group was based at Rivers, Manitoba, in order to participate in Exercise "Assiniboine" and undergo a three-week training program, it was considered that advantage should be taken of the opportunity to visit a few naval divisions that have rarely heard the "purring" of naval aircraft engines.

Whereupon *Nonsuch* (Edmonton), *Unicorn* (Saskatoon) and *Queen* (Regina) were all targets for strike forces on the week-end of February 28-Mar. 1.

All of these visits were most successful in providing an exchange of news and information between aviation personnel and reserves; in gaining some publicity; in training aircrews, and in allowing congenial get-togethers with old and new-found friends. It was with some anticipation, therefore, that a group flight to Calgary was arranged for the following week-end.

It was decided to strike Calgary with all available force, and 20 planes—12 Avengers and eight Sea Furies—were pushed out of their hangars into the grey Saturday morning air at 20 below

zero. Engines sound different and unusual things happen to oil, grease and moving parts at these temperatures.

After a quick briefing, aircrew manned aircraft and headed west in squadron formations. The Avengers were carrying 25 aircrew and 23 maintenance personnel. An additional 20 men were ferried out in an RCAF Dakota.

The unending expanse of flat, snow-covered country was most impressive to those who hadn't flown across the prairies before; it seemed to be such a waste of good forced-landing area.

The Furies made a rendezvous with the Avengers east of Calgary and escorted them towards the Municipal Airport. We expected to be intercepted by an RCAF Mustang flight, but we must have caught them at lunch. On being cleared, all aircraft carried out a mock attack on the Municipal Airport, flew across the city and struck Currie Airport, the RCAF base. The Avengers landed on the small Currie field and the Furies at the Municipal.

There were five unserviceable aircraft but the crews got to work on them soon after they landed. We quickly



It was bright, it was breezy and it was cold when four RCN Avengers and two Sea Furies visited Regina during March. Strapping on their parachute harness with numbed fingers are three members of HMCS "Queen", AB Richard Wilson, Ord. Sea. Raymond Relke and Acting Sub.-Lieut. Wilfred H. Gee, three of the more than 40 reserve personnel taken for flights in the visiting aircraft. (Photo by Heenan, Regina).

took off our well-padded winter flying suits when we stepped out into spring-like weather with the sun bringing temperatures up to 45 above.

We were greeted at both airports by *Tecumseh* personnel and were taken to our hotel, where the usual unravelling of baggage took place. Some Fury pilots were still trying to trace suit-cases at supper time.

After lunch we returned to the airports and the Avengers commenced a "scenic tour" schedule over the city with reserve personnel along as passengers. Sixty-two people were given rides.

The weather was clear and the rugged, glinting mountaintops, 60-odd miles away, appeared to be almost underneath. The air was very turbulent and it is to the credit of hardy western stomachs that more of the emergency cardboard containers carried in the aircraft were not used.

Sea Furies and Avengers combined for a few fly-pasts over the city and the Furies put on an aerobatic display at both airports for the benefit of the hundreds of spectators who turned out.

In the evening the group gathered at HMCS *Tecumseh* and were welcomed aboard the very spacious and well



Commander G. P. Manning, commanding officer of "Nonsuch", tries out the cockpit of a Sea Fury fighter, one of four which flew to Edmonton from Rivers, Man., for a week-end visit during the course of the 30th Carrier Air Group's stay at the Canadian Joint Air Training Centre. Commander Manning's "instructor" is Lieut. Hap Gower, USN, American exchange pilot flying with the RCN. Aircraft of the 30th CAG also visited Saskatoon, Calgary and Regina. (Photo courtesy of the Edmonton Journal).

Sea Furies Best MIGs in Battle

The Sea Fury, at present the first-line fighter aircraft of the RCN, has proven itself in combat in the Korean theatre.

During a 24-hour period last year, Sea Furies from HMS *Ocean* had four encounters with MIG 15s. In the first, four Sea Furies were attacked by eight MIGs at 5,000 feet. One MIG was destroyed, exploding as it hit the ground, and repeated hits with 20mm cannon were obtained on two others, which then broke off the action and, screened by the remaining five, retired to the northward.

On the same day, four Sea Furies were attacked by four MIGs at 6,000 feet. One MIG retreated emitting smoke and flames and the other three broke off the action. One Sea Fury was hit, a drop tank being set on fire. The pilot managed to jettison the tank, put out the fire by side slipping and made a safe deck landing.

An hour later, two Sea Furies and two MIGs clashed at 4,000 feet. One Sea Fury was hit and had to make a forced landing on a friendly island. The pilot was uninjured.

The next day four Sea Furies were attacked by eight MIGs. One MIG broke away smoking and on fire.

The score of the four encounters was: One MIG seen to crash, two "probables" and two damaged; two Sea Furies damaged.

appointed "ship" by the captain, officers and ship's company, including Wrens. An excellent dance was held on the drill floor with orchestra and all necessary trappings to ensure a happy time. (It was probably the first time the *Shearwater* rugby yell had been heard so far west.)

On Sunday afternoon members of the reserve and students from the Calgary Institute of Technology mustered at both airports to hear talks on the roles of the Navy's fighter and anti-submarine aircraft and their maintenance problems. Two Sea Furies gave a short demonstration of speed and manoeuvrability.

Some members of the group were driven to Banff to admire the beauties of the Rockies.

On Monday the Sea Furies took off about noon and managed to get into Rivers in borderline weather. After waiting all morning for the weather to lift, the Avengers took off for Saskatoon. One Avenger remained unserviceable and was left with a working party and finally got to Rivers on Thursday. (There was no lack of volunteers to remain behind.)

The RCAF duty staff met the aircraft at Saskatoon with multilithed routines for our overnight stay and maps of the station—despite having had only two hours' notice of our arrival.

Tuesday was another day of waiting as the bad weather persisted over Rivers but in the afternoon the 11 aircraft set course for base and seven got in under lowering clouds. The last flight of four was forced by deteriorating weather to land at a little airport 80 miles away. They came into Rivers the following day with tales of the rustic amenities of prairie villages and of the kindness of the inhabitants.

Due to bad weather conditions the operation seemed to illustrate the old adage, "Time to spare—go by air", but all in all it was highly successful from the standpoint of training and good will.

One of the petty officers was overheard to remark on his return: "We had a pretty quiet time—usual sort of week-end."

Officer Slate Named By Vancouver NOAC

The Naval Officer's Association of Vancouver recently elected its executive for the coming year. The new slate for 1953 is: Past president, A. G. Osburn; president, Norm Alexander; vice-president, Croft Brook; secretary, Peter Stanley; treasurer, Ian Howard; and Tom Phillips, Bruce Allan, Jack Hewitt, Pat Lenox, George Greenwood, and Bill Evans. Committee Chairmen.

WEDDINGS

Able Seaman L. G. Banfield, HMCS *Quebec*, to Miss Winnie Hiscock, of Newfoundland.

Leading Seaman Robert E. Bishop, Naval Radio Station Newport Corners, to Miss Cora McCann, of Windsor, N.S.

Lieutenant James M. Bond, HMCS *Cornwallis*, to Miss Evelyn Marie Gilllatt, of Annapolis Royal, N.S.

Leading Seaman Raymond Boschee, HMCS *New Waterford*, to Miss Lillian Schatz, of Victoria.

Petty Officer Germain Bouchard, HMCS *Cayuga*, to Miss Elizabeth Naftel, of Victoria.

Able Seaman William Fraser Burr, Naval Radio Station Newport Corners, to Miss Doris May Boomhower, of Saskatoon.

Able Seaman Gerald Cahill, HMCS *Cayuga*, to Miss Jacqueline Brooman, of Ottawa.

Sub-Lieutenant Donn Carmichael, HMCS *Ontario*, to Miss Norah Ann Hughes, of Victoria.

Able Seaman Charles David, HMCS *Ontario*, to Miss Mary Parker, of Victoria.

Ordinary Seaman Keith Dawson, HMCS *Naden*, to Miss Dorothy Le Blanc, of Yarmouth, N.S.

Able Seaman Fred J. Duffy, HMCS *Cornwallis*, to Miss Isabel Balcan, of Saskatoon.

Able Seaman Morely Grant Farrell, HMCS *Ontario*, to Miss Mary Morrison, of Victoria.

Petty Officer Gordon Gregory, HMCS *Ontario*, to Miss Winnifred Bird, of Victoria.

Lieutenant (E) Charles Frederick Hase, HMCS *Magnificent*, to Miss Jeanette Langton, of South Sea, Portsmouth.

Leading Seaman Roy Gwynn Hobbs, HMCS *Ontario*, to Miss Marie MacInnes, of Halifax.

Petty Officer Robert J. Hotchin, HMCS *Naden*, to Miss Beatrice Naftel, of Victoria.

Lieutenant-Commander Donald William Knox, HMCS *Shearwater*, to Miss Ann Campbell, of Westmount, Que.

Able Seaman Walter McCue, HMCS *Cayuga*, to Miss Lily Val Moysuh, of Vernon, B.C.

Leading Seaman William Murray, HMCS *New Liskeard*, to Miss Dorothy Hogan, of New Waterford, N.S.

Able Seaman Jack E. Pennington, HMCS *New Liskeard*, to Miss Elizabeth Kindt, of Niagara Falls, Ont.

Able Seaman Robert Pfister, HMCS *Naden*, to Miss Evelyn Matchett, of Victoria.

Able Seaman Harold Reed, HMCS *Naden*, to Miss Patricia Ewing, of Victoria.

Leading Seaman J. B. Reynolds, HMCS *Gloucester*, to Miss Patricia Kennedy, of Guelph, Ont.

Leading Seaman John E. Rogers, HMCS *Cornwallis*, to Miss Margaret A. Troop, of Cornwallis, N.S.

Leading Seaman Norman J. Seeley, HMCS *New Liskeard*, to Miss Eileen Hargrave, of Kirkfield, Ont.

Able Seaman Wilfred S. Sherwood, HMCS *Cornwallis*, to Miss Marie Edith LeBlanc, of Saulnierville, N.S.

Ordinary Seaman Paul Siwicki, HMCS *Ontario*, to Miss Elizabeth Killips, of Edmonton.

Able Seaman John L. Smith, HMCS *Naden*, to Miss Yvonne Hunt, of Victoria.

Sub-Lieutenant Erling B. Stolee, HMCS *Ontario*, to Miss Gionilda Long, of Victoria.

Leading Seaman Cecil Weldon Tabor, HMCS *Cornwallis*, to Miss Elaine Leona Pierce, of Cornwallis, N.S.

Able Seaman Stanley Bruce Wood, HMCS *Stadacona*, to Miss Joyce Marilyn Hire, of Halifax.

Able Seaman Barry W. Taylor, HMCS *New Liskeard*, to Miss Marie Spackman, of Montreal.

Ordinary Seaman Donat F. Therriault, HMCS *Cornwallis*, to Miss Georgette Labelle, of Cornwall, Ont.

Page twenty-eight

MAN OF THE MONTH

(Continued from page 7)

Since the war he has served in the Gunnery School at *Stadacona*, at *Cornwallis* and on board the *Nootka* and *Magnificent*. He was back at the "Chief" level by May 1, 1949.

He came to *D'Iberville*, via HMCS *Montcalm*, on October 21, 1952.

Their first child, a son, was born to CPO and Mrs. Darveau last November 26.

Two of CPO Darveau's hobbies are radio and fishing. He is taking a correspondence course in radio and TV servicing and his success as an angler improves with the telling.

New entries gaze with admiration on the ribbons so well displayed on his rugged chest. But not for long. "The Voice" has a way of keeping them on their toes and intent on their immediate business of learning to be sailors.

BOOK REVIEW

CANADIAN REGIONS—A *Geography of Canada*, edited by Donald F. Putnam; J. M. Dent and Sons (Canada) Ltd., 224 Bloor St. West, Toronto; 601 pages \$9.

Any officer or man, nearing the end of his service career and planning a future in civilian life, can find in "Canadian Regions" the information he is likely to need about climate, soil productivity or industrial and business prospects of any part of Canada.

This is probably the most comprehensive geography of Canada ever published and, if a favorite corner of our land seems to be treated rather sketchily, it just goes to show what a big country this is.

There are maps and charts by the dozen, showing population centres, forest distribution, mineral resources, rainfall and temperatures and so on—all illustrative of the factors which make up the physical and economic background of Canada.

This book would undoubtedly be a valuable reference work on the shelves of any ship's library. Parts of it read, however, as if they were written by geographers for geographers.

What would the frustrated Mr. Average Reader make of the caption accompanying the picture on page 31: "A Chernozem developed on silty lacustrine sediments, South-Central Manitoba"?

And what are podzolic soils?

Perhaps in the next edition, the editor will lower his sights and draw a bead on the ignorant multitude—even if it is only to the extent of adding a glossary which will explain some of the technical terms.—H.M.C.

BIRTHS

To Petty Officer Robert Breen, HMCS *Cornwallis*, and Mrs. Breen, a daughter.

To Petty Officer Munro C. Brookes, HMCS *New Liskeard*, and Mrs. Brookes, a son.

To Petty Officer Robert Brown, HMCS *Portage*, and Mrs. Brown, a son.

To Leading Seaman Bernard P. Byerley, HMCS *Cornwallis*, and Mrs. Byerley, a son.

To Lieutenant D. A. Cameron, HMCS *Stadacona*, and Mrs. Cameron, a daughter.

To Able Seaman Frederick G. Clair, HMCS *New Liskeard*, and Mrs. Clair, a son.

To Lieutenant-Commander S. S. Claremont, HMCS *Cornwallis*, and Mrs. Claremont, a daughter.

To Petty Officer W. H. Clark, HMCS *Cayuga*, and Mrs. Clark, a daughter.

To Petty Officer F. L. Dobbin, HMCS *Gloucester*, and Mrs. Dobbin, a daughter.

To Chief Petty Officer H. H. Heppel, HMCS *Cornwallis*, and Mrs. Heppel, a daughter.

To Able Seaman William J. Keen, HMCS *Iroquois*, and Mrs. Keen, a daughter.

To Able Seaman Timothy Kennealy, Naval Radio Station Coverdale, and Mrs. Kennealy, a son.

To Leading Seaman Joseph C. Martelle, HMCS *New Liskeard*, and Mrs. Martelle, a daughter.

To Able Seaman Harry Nippard, Naval Radio Station Coverdale, and Mrs. Nippard, a son.

To Petty Officer William R. O'Hearon, HMCS *New Liskeard*, and Mrs. O'Hearon, a son.

To Chief Petty Officer Kenneth Perry, HMCS *Malahat*, and Mrs. Perry, a daughter.

To Petty Officer Harold E. Price, Naval Radio Station Newport Corners, and Mrs. Price, a daughter.

To Leading Seaman Robert J. Prizeman, HMCS *Unicorn*, and Mrs. Prizeman, a daughter.

To Petty Officer H. A. Rands, Naval Radio Station Aldergrove, and Mrs. Rands, a son.

To Petty Officer William Reed, Naval Radio Station Coverdale, and Mrs. Reed, a daughter.

To Leading Seaman Thomas J. Stubinski, Naval Radio Station Newport Corners (now of HMCS *Naden*), and Mrs. Stubinski, a daughter.

To Petty Officer D. W. Trim, HMCS *Naden*, and Mrs. Trim, a daughter.

To Petty Officer James A. Tyre, HMCS *Cayuga*, and Mrs. Tyre, a son.

To Leading Seaman L. C. Williams, HMCS *Quebec*, and Mrs. Williams, a daughter.

To Able Seaman P.J. Wylie, HMCS *Cayuga*, and Mrs. Wylie, a daughter.

Golf Course Serves As Landing Field

Good early season use was made of the golf course at Chester, N.S., by Lieut. James Burns, of VS-880 Squadron of 31 Support Air Group.

Flying at 10,000 feet, Lieut. Burns' Avenger aircraft had a complete power failure and the golf course turned up just in time for the pilot to make a skilful wheels-up landing.

Lieut. Burns was accompanied by AB Llewellyn Kennedy. Neither was hurt and they returned to Halifax by road. The aircraft, its underside slightly damaged, was taken to Halifax on board CNAV *Eastore*.

CORONATION CONTINGENT

RCN and RCN(R)

Rank and Name	Ship or Establishment	Rank and Name	Ship or Establishment
Commander R. P. Welland	Stadacona	LSPR1 E. I. Coulter	Shearwater
Lieut.-Cdr. J. E. Korning	Naden	LSSE1 D. L. Dine	Shearwater
Lieut.-Cdr. (E) L. H. Clark	Stadacona	LSAR1 J. W. Gibson	Shearwater
Lieut.-Cdr. (MN) F. L. Rutledge	Stadacona	LSFM2 H. H. Kryz	Shearwater
Lieut.-Cdr. M. E. Smith	Donnacona	LSAR1 G. H. Holt	Shearwater
Lieut. M. J. Waymouth	Stadacona	LSTD1 E. C. Mason	Wallaceburg
Lieut. F. W. Costin	Antigonish	LSQM1 G. Wright	Athabaskan
Lieut. (L) W. B. Wilson	Quebec	LSCK1 D. T. Horner	Haida
Lieut. (S) R. B. A. Stenning	Atlantic Reserve Fleet, Sydney	LSCS2 F. M. Watts	DSRA
Lieut. W. S. T. Jackson	Nonsuch	LSCS2 N. A. Gould	DSRA
Lieut. (E) H. S. Jackson	Unicorn	LSSW1 R. Parent	Stadacona
A/Lieut M. J. Letellier	Montcalm	LSTD1 D. McCoy	Stadacona
Lieut. (W) M. K. Chapman	Tecumseh	LSSW1 J. Neve	Cornwallis
Sub.-Lieut. E. B. Stolee	Ontario	LSAW3 R. Donaldson	Cornwallis
C1GI3 D. Abbott	Ontario	LSEM2 J. Landsburg	Stadacona
C1GI3 F. Stiner	Stadacona	LSMM1 S. Podgornik	Cordova
C1MA3 G. Black	Stadacona	LSLRS K. A. Hills	Carleton
C1GA4 C. R. Moore	Shearwater	LSQRS C. R. Cooke	Chippawa
C1VS3 J. A. R. Beaulieu	Shearwater	LSQMS K. C. Karn	Prevost
C1AC3 E. W. Ratcliffe	Shearwater	LSNS1 J. C. McLeod	Queen Charlotte
C1QM2 H. Keeler	Cornwallis	LSTD5 J. W. Cuell	Tecumseh
C1MR3 F. S. Kitchen	Unicorn	LSSM1 C. W. Knighton	York
C1CK3 F. Barnes	Carleton	LSNF2 J. A. Hanson	York
C2SM3 A. Brown	Naden	LSAA1 J. F. Simpson	Donnacona
C2CK3 A. Myatt	Cape Breton	LSAW1 J. H. Cookson	Hunter
C2CV3 A. Bonner	Cornwallis	LSTD5 J. F. Marr	Star
C2SH4 E. V. Dawtrey	Prevost	LSLR1 J. L. Bryant	Griffon
C2ER4 A. J. Jaeger	Griffon	LSNSI H. J. Weinstein	Star
C2CV3 W. H. Clews	York	LSAAS R. Hayward	York
P1TA3 N. Jones	Naden	ABBD1 H. Alexander	Naden
P1RG3 R. Eldridge	Naden	ABSN1 T. Earle	Cedarwood
P1ER4 W. E. Brownridge	Stadacona	ABEM1 F. Hermiston	Cayuga
P1AT4 T. D. Boyd	Shearwater	ABMA1 L. Beaton	Naden
P1AA2 F. Boddy	Crusader	ABCR1 J. Crowther	Antigonish
P1CS3 J. Dunbar	DSRA	ABPH1 E. Charles	Naden
P1AW2 L. Turgeon	Montcalm	ABSM1 E. Fedorowich	Naden
P1AA1 J. B. Borthwick	Chippawa	ABVS1 J. W. Hall	Sault Ste. Marie
P2SH4 W. Curry	Ontario	ABEM1 G. Goosens	Beacon Hill
P2RT3 F. G. Simpson	Brunswick	ABAA1 A. O. Pinnell	Stadacona
P2LRS R. H. Farrell	Cataraqui	ABSM1 J. W. Hilton	Stadacona
LSQR1 W. Gemmell	Naden	ABEM2 J. D'Aoust	Stadacona
LSQR1 W. Lawley	Naden	ABAR1 C. D. Snelgrove	Shearwater
LSAAS M. Mitchell	Sault Ste. Marie	ABAF1 J. A. Turner	Shearwater
LSCK2 G. Joynson	Beacon Hill	ABAF1 J. F. R. Pageau	Shearwater
LSCV1 D. Lory	Naden	ABAO1 K. P. Briard	Shearwater
LSSM1 L. Lakey	Royal Roads	ABAAS K. Gilbert	Donnacona
LSRP1 C. Williamson	Antigonish	ABSMS D. S. Wakeford	Malahat
LSRPS T. Finnigan	Cedarwood	ABCRS D. S. MacLean	Chippawa
LSCR1 W. R. Gaudet	Albro Lake	ABAAS G. Cappelli	Donnacona
LSQR1 L. W. R. Brown	Stadacona	ABQRS T. G. Sweeney	Unicorn
LSTD5 C. R. Nickerson	Stadacona	AB(NQ) R. M. Smith	Discovery
LSPR1 T. J. Cullen	Stadacona	AB(NQ) K. V. Bradley	Scotian
LSSM1 W. Easterbrooks	Stadacona	ABCR1 V. V. Stewart	Discovery
LSSM1 W. S. Morton	Stadacona	ABSMS A. G. Rose	Tecumseh
LSET2NQ T. Sawyer	Stadacona	ABSMS W. J. Masson	Cabot
LSMA2 E. T. Price	Stadacona	ABVS1 G. W. Guthrie	Queen
LSAW1 W. Farmer	Stadacona	ABAW1 R. Gagnon	Montcalm
LSPW2 J. Joly	Stadacona	AB(NQ) E. A. L. Dawes	Chatham
LSAW2 W. J. Walsh	Cancomnew	AB(NQ) M. B. Crawford	Hunter
LSAA1 D. Flynn	Cornwallis	ABSMS R. W. Beatty	Cataraqui
LSAA1 W. Barlow	Cornwallis	WOVS1 B. D. Neill	Coverdale
LSCR1 G. Sutherland	Cornwallis	WOAWS D. Moar	Chippawa
LSNS1 C. Ross	Portage	OSSMS R. Roth	Cayuga
LSTD1 G. Ainsworth	New Liskeard	OSEMS E. P. Figol	Nonsuch
		OSSMS R. G. Levey	Carleton

This is the list of names of those originally selected. Circumstances such as illness may cause some alteration before the naval contingent is assembled and sails for the United Kingdom.

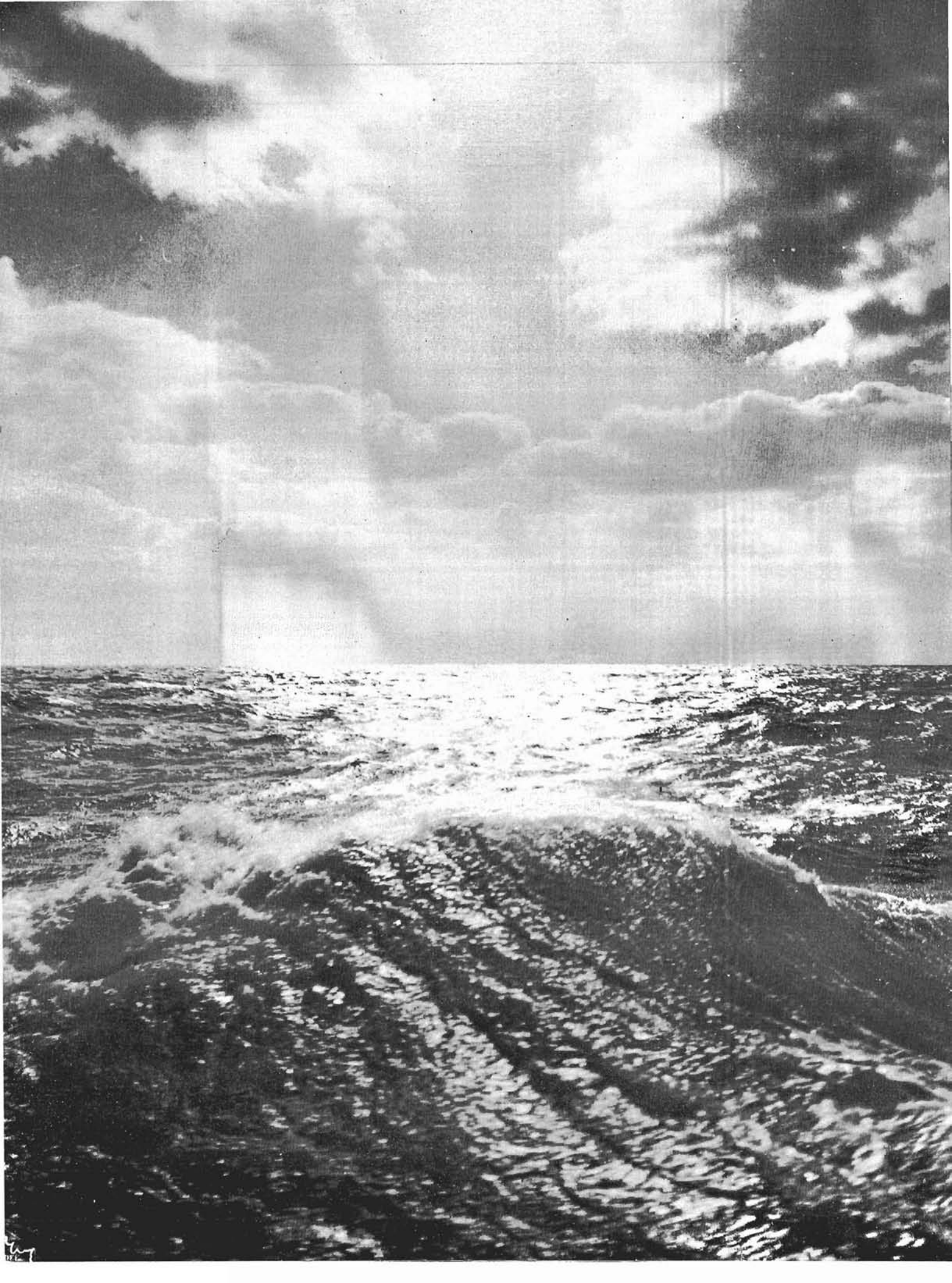


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1953

The CROWSNEST





The CROWSNEST

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JUNE, 1953

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LADY OF THE MONTH

Search as you will the picture on the opposite page, you will find no ship hull down on the horizon. Violent, serene, changeless and ever-changing, the sea herself is our "Lady of the Month".

Some men of science maintain that the sea is the mother of all life. Without her mighty oceans, the earth would be but another of the myriad lifeless cinders whirling through space.

Ancient civilizations rose to new heights of glory when the Phoenicians and others braved Homer's "wine dark sea" and returned to the Mediterranean with the silks, gems, spices and gold of India and Cathay. Europe threw off the lethargy of the Middle Ages when Columbus and his successors sailed into the mysterious west and found a new world.

Even as the Crown is the spiritual symbol uniting the Commonwealth of Nations, the sea is the highway providing the material link.

Canada's motto is "A Mari Usque Ad Mare"—"From Sea Even unto Sea"—and over a doorway to the Peace Tower of the Parliament Buildings in Ottawa are inscribed the words:

*"The wholesome sea is at her gates:
Her gates both East and West."*

—(O-4791)

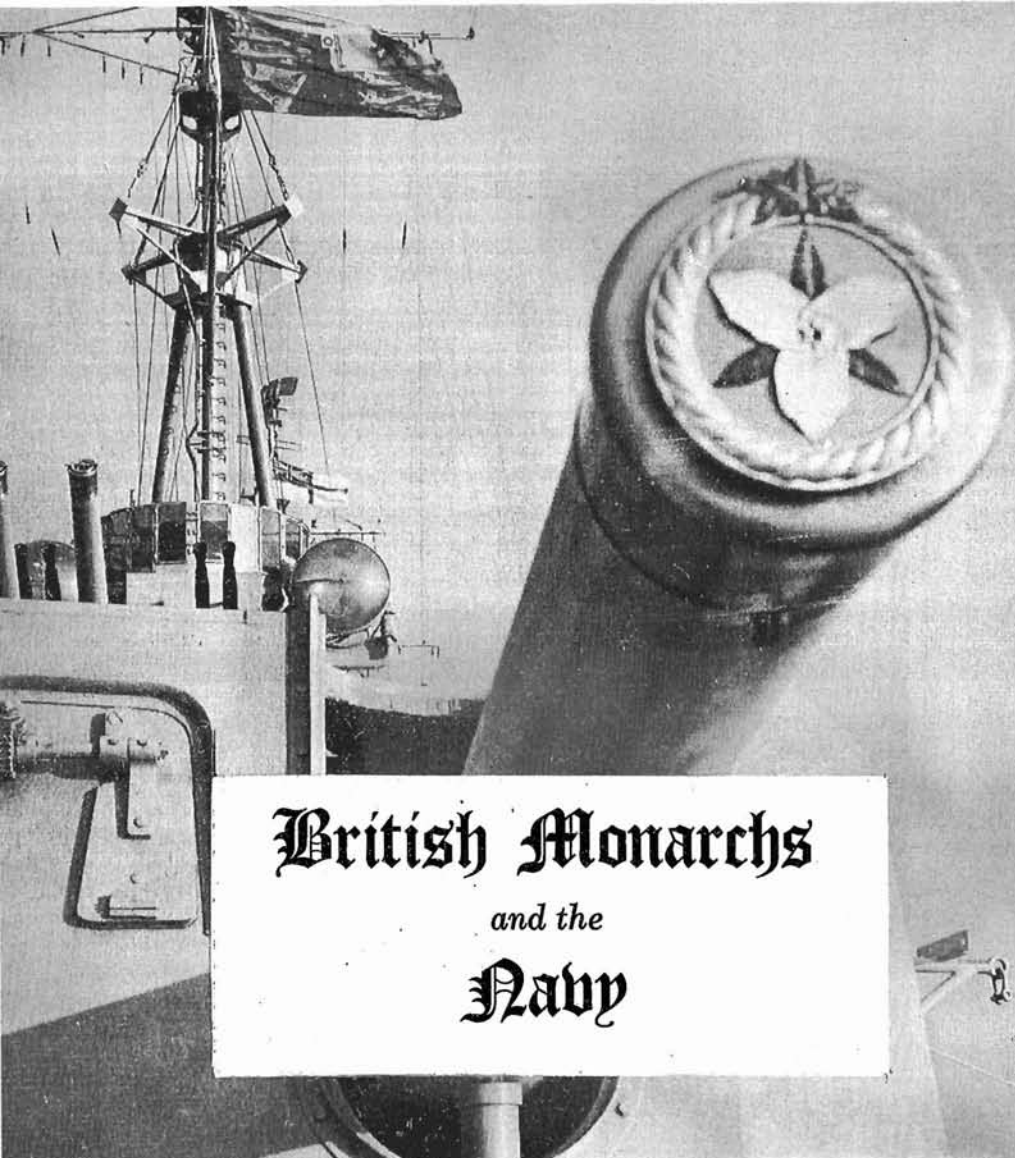
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THE QUEEN'S PRINTER,
75 St. Patrick Street,
Ottawa, Ont.

Cover—It was during the reign of Elizabeth I that England's ships provided one of history's greatest demonstrations of the value of sea-power. This issue salutes the Coronation of Her Gracious Majesty Queen Elizabeth II at a time when the Royal Canadian Navy and the other forces of Democracy are using sea-power in the cause of Freedom.



British Monarchs and the Navy

(First published in Canadian Shipping, March 1953)

A standard is a flag which depicts the armorial bearings of the person entitled to wear it. The Sovereign and certain members of the Royal Family have personal standards, which are flown to denote their actual presence in any ship or place, whether in residence or on a visit.

Whenever the Sovereign shall go on board any ship of war, the Royal Standard shall be hoisted at the main, the flag of the Lord High Admiral at the fore, and the Union Flag at the mizzen of such ship; or if on board a vessel with less than three masts, they shall be hoisted in the most conspicuous parts of her.

IT WAS A proud day in the annals of the Royal Canadian Navy when, in November 1951, His Majesty's Canadian Ship *Ontario* had the rare honour of embarking Their Royal Highnesses, the Princess Elizabeth and the Duke of Edinburgh for passage from Charlottetown to Sydney and St. John's. As befitted the occasion, the Princess' Standard was hoisted at the main, while the White Ensign, designating a ship of His Majesty's Naval Forces, was worn at the foremast.

These simple bits of bunting, the Royal Standard and the White Ensign,

ancient in origin, are symbols of a quality common to the monarchy and the navy. The quality and duty of service to the people of the realm is and has been for centuries past, the paramount function of the sovereign and the fleet. At her coming coronation, Her Majesty the Queen will solemnly swear to serve her people; the fleet, as always, stands ready to execute the will of Her Majesty's Government as directed by Parliament, the body of the people's representatives. Because of this noble quality of service, the Royal Standard and the White Ensign, sym-

By E. C. RUSSELL

Naval Historian

bolts of two of the oldest institutions in the world, have enjoyed a love and respect unparalleled through the ages, not only in the Commonwealth and Empire, but throughout the world.

Because of their common dedication to the service of the people and of their historic parallel development, the monarchy and the navy have been closely associated for a thousand years, each playing its part in the slow but steady evolution of that unique and highly respected organization of human society of today, the British Commonwealth of Nations.

A thousand years is a long time; kings and queens have come and gone as have countless ships and sailormen. Yet each has left his mark and it is of interest to note that, almost invariably, the monarch who knew the meaning of the sea, who grasped the opportunity the sea has always presented, who justly exercised the privilege of sea-power, has contributed most to the welfare of his people.

SEVERAL of Britain's kings have been called "fathers" of the Royal Navy. The earliest of these was Alfred the Great who reigned in the ninth century. Great amongst rulers in the ways of learning and good government, Alfred was perhaps the first sovereign to realize that the best way to protect his island people from the invader was, not to let the enemy choose the landing place, but to engage him at sea with an English fleet manned by stout-hearted English seamen. Successful British rulers have followed this pattern ever since. When, nearly two centuries later, the Saxon Harold failed to command the English Channel, the only truly successful invader of England, William the Norman, landed and took over the country, profoundly changing the course of history.

In medieval England the maintenance of a fleet, a personal responsibility of the king, was, as it still is, a rather expensive proposition. This problem was solved to some extent by granting special privileges to the Cinque Ports on the south-east coast of England—Sandwich, Dover, Hythe, Romney, and Hastings. In return, and in keeping with feudal system of the times, these ports in time of emergency provided the country's naval forces. In this way, King William cleared the Channel of pirates and encouraged English trade.

In King Richard the First's charter adding Winchelsea and Rye to this important source of naval strength, he guaranteed that "the men of Winchelsea and Rye are to be free and quit on both sides of the sea (the Channel) and not to be disturbed."

This was the same Richard known as Cœur de Lion or Lion-Hearted who led the English knights on the Third Crusade (1190-1192) in an effort to rescue Jerusalem from the Turks. He managed to equip a fleet and sail it to the Eastern Mediterranean where he gained a victory over the sea forces of Islam. It was during this campaign that Richard chose St. George, an early Christian soldier martyred in the year 303 AD., as his patron saint. The Cross of St. George, a Greek cross of red on a white field was the badge worn by his soldiers. His ships also carried this device as a banner which from that time was adopted as the national flag for the fleet. This then, was the origin of the St. George's Cross in the White Ensign and the Union Flag.

The Royal Standard of today also dates from Richard's time. In the first and fourth cantons are found the three golden lions on a red field representing England. This heraldic device was from the arms of Richard Cœur de Lion and is incorporated in the armorial bearings of Canada today.

THE first English monarch to implement a positive maritime policy was the first of the Tudors, Henry the Seventh. Henry, who ruled at the time of Columbus, was an opportunist of the first order and, first and foremost, a merchant. Between the reigns of Richard and Henry, the islanders had seemed content to let what little foreign trade they had, be carried in foreign bottoms. Henry made valiant efforts to change all this and his partial success was to pay handsome dividends a century later. He built fine ships of his own, used them for trading expeditions and even hired them out to his subjects. More than that, he paid a bounty on heavy tonnage ships built and owned by his countrymen. This was an attempt to encourage foreign trade and, shrewdly enough to provide a supply of fighting ships in the event of war, there being little difference between merchant

ships and naval vessels of those times. It was Henry who sponsored the voyage of John Cabot to Newfoundland in 1497. Even at that, England was late arriving on the scene so far as discovery and exploration were concerned, for Spain and Portugal were already sending their galleons far from Europe in search of new wealth.

In this respect, Henry's son, the notorious Henry the Eighth, made little progress. But the energetic young Henry had one valid claim to being the "Father of the Royal Navy", for he built the first English fighting fleet that lasted. These ships were the King's Ship's, his own personal property. From Henry the Eighth on, there is always a certain permanence about England's fighting power at sea. His ships were

differed greatly from those of his contemporaries. While his father's ships had carried companies of archers and, gunners whose only weapon was the light man-killing serpentines, many of Henry's new ships were armed with guns weighing up to a ton and a half each. These great guns had of necessity to be mounted low in the ship to preserve stability. This problem was solved by cutting the well known square gun-ports in the sides of the hull. In one stride, Henry the Eighth had taken the lead in the production of offensive naval ordnance, and though he made little use of his fleet either to find new trade outlets or to invade the rich trading grounds of his rivals, he had built a permanent fleet of excellent ships and prepared the way for the Elizabethan sea-dogs.



HENRY VIII

large and though they had not yet achieved the trim lines of the 18th century vessels, still they had lost much of the roundness typical in the medieval period. He welcomed and encouraged new ideas with respect to rigging, hull structure and armament. Within a space of five years he added twenty-four ships to the royal fleet some of which survived well into the reign of Elizabeth. In armament, Henry's ships

SOME ELEVEN years after the death of her much-married father, the youthful Queen Elizabeth the First mounted the throne of England in the year 1558. It was a troubled land. The fact that her mother Anne Boleyn had been beheaded by the order of Elizabeth's own father, made the young queen's claim to the throne a shaky one. After years of religious persecution, many Englishmen lived in an atmosphere of fear and poisonous intrigue. The rich royal coffers of her grandfather, Henry the Seventh, had been drained so that Elizabeth succeeded to a legacy of debt and inflated currency. There was no army. Even her father's fleet had dwindled to twenty-one ships, these in a run-down condition and indifferently manned. To the young queen and to her subjects it was not exactly a reassuring prospect. Yet, from the outset, Queen Elizabeth the First took firm hold of the helm of state and not once in her forty-five year reign did she relinquish her command to anyone. Aided by outstanding ministers and her own far-sighted judgment, she was destined to rule in an era which rightfully earned its title as England's Golden Age.

It was during this era that the English people fully emerged from a medieval society into a first-rate modern power. In this transitional period, directed by Elizabeth and her wise and far-seeing statesmen, England's seamen

contributed more than any other national group to the country's new position of greatness among the nations of Europe. In the post-Renaissance era, Englishmen recognized the folly of wasting their strength in endless continental wars and learned that the sea was not only England's first line of defence but also a great highway of opportunity. Upheld by national aspirations and the queen's encouragement, the seamen of the island kingdom came to believe that all the oceans were free and so they sailed and fought on every sea to defend their right to seek out new lands and to trade on distant shores.

Elizabethan mariners carried St. George's Cross to the far corners of the earth. Trade was opened with North Russia and the lands bordering the Mediterranean. Men like Frobisher and Davis weathered the Arctic wastes north of Canada endeavouring to get through to the fabulous riches of the East. Others like Oxenham, Hawkins, and Drake successfully challenged the arbitrary division of the New World between Spain and Portugal.

Broadly speaking, Elizabeth's foreign policy was one of peace, but a sufficiently militant one that gradually afforded England a place in the sun. When the Spanish ambassador would protest the plundering of Spanish treasurerships by her "sea-dogs", she would bare-facedly denounce and disown them one day and knight them the next. She would agree with her minister, Burleigh, that the Spanish king must be placated, and, at the same time hold financial shares in the piratical enterprises of John Hawkins and Francis Drake.

UNDOUBTEDLY, Elizabeth's greatest contribution to the future fleets of the British Commonwealth was the navy's fighting tradition—that bold spirit of seeking out the enemy in time of war and giving battle on every possible occasion. Schooled to this philosophy for thirty years prior to the coming of the great Spanish Armada, Elizabeth's seamen were able to concentrate a mighty fleet of royal and private ships manned by companies of skilled sea-fighters that, with the aid of favourable winds, shattered the proud fleet of Spain. When the queen died in

1603, she left behind her an England fortified by a sturdy naval tradition which was to serve the country in good stead in the centuries to come.

The Royal Standard of Elizabeth's time still held Richard's three golden lions, but they were in the second and third cantons, the first and fourth having, since Edward the Third, carried the lilies representing the ancient claim to the throne of France. When King James the Sixth of Scotland succeeded Elizabeth, he became known as King James the First of England. With the union of the crowns, James added to the Royal Standard the Scottish red lion rampant and the harp of Ireland—this even though the political union with Scotland was to be delayed another century and that with Ireland



ELIZABETH I

for still another century. The King's Ships continued to be identified by the flag bearing St. George's Cross.

Under both James and his son, who ruled as Charles the First, there came a series of set-backs to both maritime and naval England. An idealist, James hated war. To appease Spain, he beheaded one of the last of the Elizabethans, Sir Walter Raleigh—one of the many prices England paid for peace with her adversaries. Moreover, James

refused to issue letters of Marque, the ancient European system that permitted armed merchantmen to conduct "private war" within the letter of the law. So it was that in the early seventeenth century, English shipping was swept from the sea; trade came to a standstill; bold Algerian pirates raided the shores of the British Isles carrying British subjects off to slavery in North Africa; pirates infested the English Channel; and the Royal Ships—some of them the very ships that had shattered the Invincible Armada—lay rotting in the Medway.

King Charles the First, who later lost his head by the axe before Whitehall, succeeded his father in 1625. His influence on the fleet was little better than James', but, at least, he saw danger in Britain's maritime plight. He called for a complete survey of the King's Ships and the dockyards. The result was most depressing; the fleet was in a deplorable state and the seamen were clamouring for long-overdue pay. Energetically, he planned the refitting of his ships and the building of frigates to cope with the pirates and the privateers of France and Spain that had for years throttled English shipping and trade. But he was simply not the man to carry out the task. His trouble was financial and constitutional.

IN ACTUAL FACT, Charles came up with a very good plan—"Ship Money". In place of the old system of requiring the service of armed merchant ships, now no longer capable of challenging ships of the line, the king proposed that the port towns and inland towns alike should provide cash for the defence of the nation's trade. A most reasonable solution it would seem. But here, Charles ran headlong into a powerful and stubborn opposition—the growing antagonism of Parliament, particularly the Puritan members, and their resistance to being taxed without parliamentary consent and control of the purse. Of course, these views were not acceptable to a monarch who had been steeped in the traditional "royal prerogative" and the "divine right of kings".

However, in the earlier stages of his reign, before parliament had grown too strong, Charles did manage to collect

some "Ship Money" and he did build the finest line-of-battle ship of the day, "Sovereign of the Seas".

It was during this reign that the first red, white and blue ensigns appeared. The fleet was divided into three squadrons, the centre wearing the red ensign, the van the blue, and the rear the white, each flag having the St. George's Cross in the quarter known as the hoist. Gradually the Union Jack in the corner of the ensign came into use for the different squadrons, a practice continued until 1864 at which time the White Ensign became the sole distinguishing ensign of the Royal Navy.

However, more than ensigns were required to regain England's lost prestige at sea. Parliament was adamant. The many impasses culminated in civil war and defeat for Charles. The government solved the problem by taking the king's life in 1649.

During the eleven-year Commonwealth or Interregnum under Cromwell, English maritime enterprise rose to heights comparable with those of Elizabeth's day. The pirates were swept from the shores of the islands and English trade flourished in spite of the stout attacks of the Dutch. Men like Robert Blake made the fleet strong and highly respected on the high seas. Some of the finest battle traditions of the fleet date from the days of the Commonwealth.

THE Commonwealth had brought many changes to English life, some of them of an enduring character. Parliament as the legislating body of government was solidly entrenched. The Civil War had produced the spectacle of Cromwell's "State Ships" engaged in battle with Prince Rupert's "King's Ships" and the latter had been soundly defeated. When the Merry Monarch, King Charles the Second, ascended the restored throne in 1660, England had a first-rate fleet of 207 ships—all "State Ships". Yet, strange as it may seem, this state-owned fleet became the first truly royal navy. The fact was that economic and political changes had been so sweeping that it was no longer feasible to expect that a few King's Ships, bolstered by hastily mobilized merchantmen, could adequately perform the paramount function of the fleet—the protection of

trade. Charles the Second was wise enough to recognize this change and readily agreed that the navy must be controlled, manned and paid by Parliament in the name of the sovereign. In so doing, he laid down the pattern for the true future relationship of the crown, the nation, and the fleet. Ironically enough, it was Charles the Second who decreed that the fleet was to be henceforth officially termed the "Royal Navy". Undoubtedly he did this so as not to make too apparent his non-ownership of the fleet, but then perhaps in his own shrewd way, he foresaw that the sovereign would become the titular head of the state.

Just as Elizabeth's time has been called the Age of Mercantilism, that of the seventeenth century was one of

manipulator of politicians to one in which he rose to a position above party strife and intrigue. In the centuries that followed the Stuart monarchs, the sovereign had less and less to do with the direct control of the Royal Navy. Yet because of the monarch's position of impartiality, his influence was most beneficial in that there developed a new sense of loyalty to the throne. This was a very strong factor in producing outstanding seamen-leaders like Vernon, St. Vincent, and Nelson, who contributed so much to the freedom of Britons and of humanity at large.

THE GREAT Queen Victoria admirably personified this enhanced dignity of Britain's sovereigns. Early in her reign she encouraged her ministers to employ

the ships of the Royal Navy in the suppression of piracy and of what she called the "iniquitous traffic in slaves". She reminded her ministers in 1854 that she expected them "to keep perfect faith with her sailors". In the same letter, she recommended the formation of the Royal Naval Reserve, pointing out that the commission charged with this responsibility should be "composed chiefly of younger officers still conversant with the present feelings of our sailors, being better able to advise on the subject; the old Admirals are always and not unnaturally somewhat behind their time." When 5,000 more troops were being sent to the Crimea, the queen felt rather uneasy about the lack of troops at home and so wrote to the Duke of Newcastle — "the Queen wishes to have the 'effective state' (of the home defences) and not the 'state upon paper only'".

Unlike the rather perfunctory association of many foreign princes with their respective armed forces, the heirs of Queen Victoria have

been carefully schooled for their future position of trust and honour. From early in youth, King George the Fifth and his sons Edward the Eighth and George the Sixth served in the Royal Navy. Perhaps this was one reason that these monarchs were so beloved. They brought the throne close to the people of the Commonwealth and Empire.

Her Majesty Queen Elizabeth the Second, with her sailor husband, the Duke of Edinburgh, at her side to help

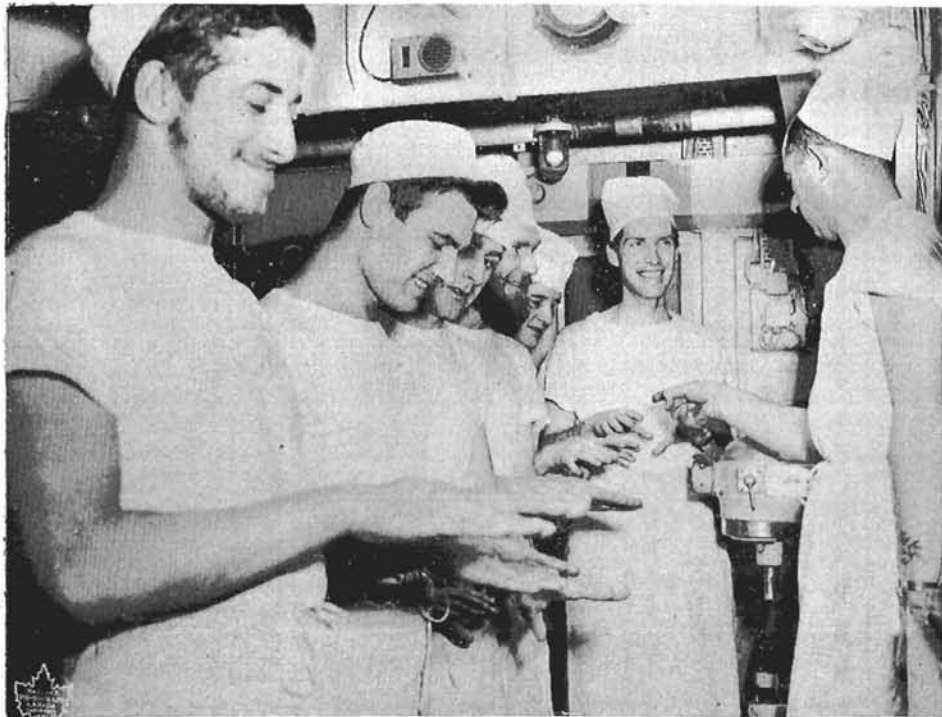


CHARLES II

colonization and the eighteenth, the Age of Empire. Throughout this broad stretch of time, Britain's fleet carried out heroic and arduous tasks all of which were prerequisite to the development of the family of nations which is the British Commonwealth today. In Britain itself, parliamentary government gradually became representative of a wider and wider electorate and the concept of monarchy changed gradually from the idea that the sovereign was a

her in the arduous service of her people, has succeeded to a great heritage that goes back for a thousand years. The concept of monarchy has changed through the ages. As the Prime Minister of Canada said recently in the House of Commons, the Commonwealth of Nations with the Queen as its head "is an effective instrument for the good of free mankind throughout the whole world".

There have been many changes in the history of the navy, yet, as in ages past, the naval forces of the Commonwealth stand always ready to serve the people in the name of the Queen. When the Royal Standard and the many White Ensigns float in the breeze over Her Majesty's Ships off Spithead in June, many will be the toasts tendered by the Royal Canadian Navy to Elizabeth the Second, by the Grace of God of the United Kingdom, Canada and Her other Realms and Territories Queen, Head of the Commonwealth, defender of the Faith.



To help break the monotony of a Korean patrol, seamen in HMCS Crusader essayed to cook dinner for the ship's company while the cooks undertook the no less difficult evolution of fuelling the ship at sea. The Chief Boatswain's Mate, CPO Alfred Gold, right, took over as Chief Cook and is shown as he inspected his turnabout staff before they attempted to make a meal. Left to right are: AB John Grodde, AB George Spicer, PO William Armit, AB William T. Ross, AB Ken White, and Lieut.-Cdr. John Husher, Executive Officer. (CU-508)

"Boeuf au Buffer"

*One Way to Settle Who Has
The Best of It Is
To Swap Jobs*

In HMCS Crusader, the supply branch and the seamen understand each other. The good-natured nattering that goes on between the two branches has been successfully squelched.

At one point there had been a few hot words exchanged to the effect that (from the seamen) "You couldn't cook a pot of water without burning it," or (from the cooks) "What do you guys do on this packet anyway, besides sunbathe on the upper?" and so it went.

Somebody came up with the idea of changing places for a day. A group of seamen, under the direction of the Buffer, would cook the noon meal and the Chief Cook would lead some of his men in hooking up to the tanker when the ship next had to fuel.

CPO Alfred Gold, the buffer, took over with a French touch. He gathered

his junior chefs in the galley and carried out an eagle-eyed inspection of hands and whites for cleanliness. He had the writers produce a fancy bill of fare, printed in French "for sailors" with an English translation on the side "for peasants". The bill of fare featured soup, "Boeuf au Buffer", vegetables and pie.

In spite of the raucous jeers of a large crowd of hecklers, the "cooks" got on with the job and produced without too much fumbling. The staff included two quartermasters, PO William Armit and AB John Grodde, two radar control men, AB Kenneth White and AB George Spicer and an AA gunner, AB William Ross. To the First Lieutenant, Lt.-Cdr., John Husher, fell the ignominious task of scullery hand.

Over the SRE came the pipe "Pots to the Galley", or "Pots is required in the captain's cabin". With amateurs doing the job, No. 1 claimed that there were twice the usual number of pots and pans to be cleaned and threatened to resign. However, Chief Gold, with a strong Gallic hand, made sure he stayed on the job.

On the upper deck at the same time, another amused crowd of onlookers shouted unsought advice at CPO Gordon Dark and his cooks struggling with an unruly oil fuel hose. It was cold on deck that day and the job wasn't too pleasant. His force included Ldg. Sea. Robert Brigden, Ldg. Sea. Glen McPherson, and Able Seamen William Cairns and Douglas Purdy, all cooks.

They did the job efficiently and didn't spill any more than the usual amount of oil when the stokers took over the actual pumping operation.

When it was over, both sides agreed that there was a lot to be said for their own particular jobs and they wouldn't care to exchange places on a long term basis. The buffer and his "chefs" claimed that their mashed potatoes were so good that they shamed the cooks into producing lumpless mashed potatoes from then on. The cooks, on the other hand, claimed that never had the fuel hose been connected up so quickly or smoothly.—J. L. W.



R.C.N. NEWS REVIEW

HMCS La Hulloise—(HS-25865)

Coronation Ships Await Big Day

The three most powerful ships of the RCN and one of its sleek destroyers sailed from Halifax May 7; four beautifully turned out ships heading for England to do honour to the young Queen. The two training frigates HMC Ships *Swansea* and *La Hulloise* joined the squadron at Portsmouth later in May.

It was the first time since before the Second World War that so much time and energy had gone into ships for the sole purpose of beautifying them. The RCN is and has been working prodigiously to fulfill its training commitments, its responsibility to NATO and the United Nations. Five destroyers have been tied up for nearly three years in a shooting war.

But for the Coronation, the most lavish pageant the world has seen since the crowning of His Majesty King George VI, it was fitting that "spit and polish", for a brief time, take precedence.

Eight days after sailing from Halifax, the ships arrived at Spithead.

Before the big ships left base, officers and men of the squadron ships and the entire RCN contingent took part in a preview parade through the streets of Halifax May 5. Four naval bands and a colour party gave enthusiastic Haligonians a small-scale foretaste of Coronation Day in London.

For the first part of the crossing, heavy weather and fog dogged their tracks. In spite of the elements, however, a broad program of fleet and flying exercises was worked in with RCAF, RAF and RN aircraft joining "battle" with the squadron and the planes of the *Maggie's* 30 CAG.

The frigates sailed May 18. Two days out, *Swansea* detached for a high speed run to St. John's, Nfld. to land a man with suspected acute appendicitis.

Although the prime purpose of the squadron's trip to the United Kingdom is a ceremonial one, the opportunities for fleet training were fully exploited.

The cruisers and the carrier joined ships of the RN in exercises for almost two weeks before returning to Portsmouth where they were based from May 27 until June 8 when they are scheduled to move to Spithead.

The *Sioux* spent the time from the end of May until June 4 at Greenwich and the two frigates were berthed at Deptford on the Thames. On June 5 all three moved to Spithead in preparation for the Review.

On the climatic day Cdr. R. P. Weland was to lead 81 officers and men, plus a nursing sister and three Wrens, in the Coronation parade. The Canadian contingent, representing the second

partner of the Commonwealth, was to follow directly after United Kingdom units. Lieut. M. J. Waymouth, RCN, was colour officer and bore the colours of Canada.

For the squadron, the highlight of the great ritual lay ahead when the newly-crowned Queen would review her navies and ships of foreign navies in the greatest array of naval might since her father's coronation. There was much yet to be done, the Canadian squadron had to make sure their ships were as smart and efficient as any in the review.

Destroyers Earn Rest at Hong Kong

Last month in the Far East the *Athabaskan* and *Haida* got a break from the war with a week-long "Rest and Relaxation" trip to Hong Kong. The Crusader spent most of May at sea on patrol, having had her trip to Hong Kong in January.

On Sunday, May 17, 300 members of the two ships' companies assembled at the Saiwan Military Cemetery to pay homage to those Canadians who lost their lives in defence of the colony during the Second World War. About 30 Canadian residents of Hong Kong also attended the ceremony, which was conducted by Chaplain (P) A. G. Faraday RCN.

The Royal Marine band from the cruiser *HMS Newcastle* provided the music and the two ships paraded a 50-man guard under Lieut. H. W. Plant of the *Haida* and Sub.-Lieut. Keith Young of the *Athabaskan*. Captain J. C. Reed laid wreaths on behalf of the people of Canada and the two ship's companies.

Earlier in the month the *Athabaskan* covered a smash-grab raid conducted by South Korean Forces against the enemy mainland to collect information and capture prisoners. The afternoon after the night incursion had been made, the *Athabee* got an emergency call for help. The ROKs were withdrawing, with a North Korean army major and a sergeant in tow, but they were in grave danger of being wiped out on the beach before they could get off.

Queen's Men

THERE is a rumour floatin'
That the lads are goin' boatin'
O'er the briney, deep an' wide an'
blue . . .
An' I have heard it mooted
That the Queen will be saluted
By seamen at the Spithead Fleet Review.
There's a-paintin' an' there's shinin'
An' a-prettyin' an' finin'
From trucks to the waterline below . . .
I'll bet my bottom dollar
That amid the hoot an' holler,
Canadians will put up quite a show.
For *Maggie* will be steamin'
With her topsides all a-gleamin'—
Her flight deck a-shinin' in the sun . . .
An' all her youthful flyboys
Will be in their speedy sky-toys
A-ready when they fire the startin' gun.
But I am not supposin'
All the cruiser men are dozin'—
Havin' a Stand Easy all the day . . .
It can be safely stated
They are on their toes, elated,
To see the Queen a passin' on her way.
When Royal guns are boomin'—
An they've finished with the groomin'—
Little ships will be there, to be sure . . .
Men of frigates and destroyer,
All a-cheerin' their employer . . .
Canadians an' Queen's men to the core.

—C.T.

The ship rushed to the scene and poured in four-inch bricks which smashed up the enemy mortar positions and discouraged the troops from getting too near the beach. This took the pressure off and the ROKs made it safely to the friendly island of Chodo.

Meanwhile, aircraft from the USN carrier *Bataan* had arrived and were directed onto the enemy troop positions. The planes succeeded in putting the communists out of the fight and the destroyer got two gun positions. As she steamed seaward after the fight, the *Athabaskan* almost got her war bonnet singed. Two enemy guns opened fire on the ship but she was drawing well out of range and they fell short.

The aftermath of the battle was enacted in the Captain's day cabin. Two badly wounded ROKs had been brought from the island and received emergency medical treatment from Surg.-Lt. Ross Irwin. Next day the two men were flown out to a South Korean hospital for further treatment.

The *Crusader* meanwhile, had finished an eventful and varied east coast patrol. With another train kill to her credit and two more badly shot up, she assumed the chairmanship of the Train Buster's Club. Membership of this exclusive group is right now only 13. Six US Navy destroyers, a destroyer minesweeper and two destroyer escorts; a Dutch destroyer, a British destroyer and the *Haida* are the present charter members under the *Crusader's* presidency.

During his final inspection of the Coronation Contingent at HMCS *Stadacona*, Rear Admiral Bidwell passes down the ranks of the contingent during a full dress rehearsal which included a march through the streets of Halifax and a march-past at which he took the salute. (HS-25388)

On the same patrol she did a four-day stint in the Sea of Japan as part of Task Force 77's screen. When she detached to go back on the inshore patrol, Vice-Admiral Hickey, Commander of the Task Force, sent a message praising highly her efficiency.

Gate Vessels For Lake Duties

Two new gate vessels, HMC Ships *Porte Saint Louis* and *Porte Saint Jean*, have been allocated to the training of reserves in the Great Lakes during the summer training period.

The normal complement of each ship is three officers and 20 men and there is additional accommodation for the training of about 15 new entry reserves at a time.

The gate vessels bring to ten the number of RCN ships on the lakes during the summer. These include six Fairmiles and the two Bangors, HMC Ships *Digby* and *Granby*.

Stadacona Band Entertains Ottawa

A weekend visit to Ottawa by HMCS *Stadacona* band proved to be a busy assignment for the 24-man aggregation led by Lieut. (SB) S. E. F. Sunderland. There was little time out for sightseeing in Canada's Capital.

The period, May 8 to 10, saw the band perform in three engagements. Friday evening, the musical sailors were at

HMCS *Carleton* to lead off a naval mess dinner with the traditional "Roast Beef of Old England". During the evening the band provided a musical background of light and semi-classical selections.

The following night the *Stadacona* band took to the stage at the Glebe Collegiate Institute Auditorium in Ottawa to present a concert for Ottawa school students. The program, which included the showing of two navy films, "Fighting Navy", and "Wings for The Navy", saw the band swinging through a wide repertoire ranging from naval marches to hot jazz.

The "Stad" bandsmen played their final Ottawa engagement Sunday afternoon, May 10 when they held an open air concert on the steps of the Supreme Court Building. Bright, hot sunshine provided an ideal setting, and thousands of Ottawans relaxed on the grass in front of the building listening to a well-balanced program — enjoyed despite some slight competition from street-cars and trucks.

CNS Presents Colour to Cadets

A highlight of the annual inspection of the Royal Canadian Sea Cadet Corps *Falkland* in Ottawa on May 20 was the presentation of a colour to the corps by Vice-Admiral E. R. Mainguy, OBE, CD, RCN, Chief of the Naval Staff.

The 104 officers and cadets were inspected on the parade square at HMCS *Carleton*, the naval division at Dow's Lake, where they have their headquarters. Senior naval officers from naval headquarters and prominent Navy League of Canada officials were among the several hundred spectators.

The colour-bearer was Cadet Petty Officer David Rayner, a son of Commodore H. S. Rayner, commanding officer, HMCS *Magnificent*. It is the first time the corps has possessed a colour and Cadet PO Rayner "showed" it in traditional fashion.

Summer Cruises For Cadets Begin

The summer training program for UNTD and Canadian Services College cadets began in May with the East Coast Training Group, HMC Ships *La Hullose* and *Swansea*, sailing for the Spithead review and the West Coast Training Group, HMC Ships *Beacon Hill* and *Antigonish* for Bedwell Harbour on the first phase of its cruise to Long Beach, California.

Besides the cruise to the United Kingdom the East Coast Group will make



four ten-day cruises. Among its ports of call will be Pictou, Magdalen Islands, Sydney, Dalhousie, Seven Islands, Charlottetown, and Cornerbrook.

The West Coast Group will make three month-long training cruises, each beginning and ending with training exercises in Bedwell Harbour. Besides Long Beach, the Group will call at San Diego, Vancouver and Astoria.

There will be 517 cadets training on the East Coast and 372 with the West Coast Group.

Last Tribute Paid To Wooden Warship

A final tribute to one of the last of the wooden ships, the Royal Navy's former HMS *Pelican*, was paid by the Royal Canadian Navy recently when she was towed to her final resting place at sea escorted by the minesweeper-gate vessel HMCS *Porte Dauphine*.

The *Porte Dauphine* escorted the gallant old vessel, whose career covered everything from sub-chasing to trading in the northern ice fields, to her final resting place at sea.

The *Pelican* was built in 1877 as an armed cargo carrier and training vessel for the Royal Navy. She was credited with sinking a German submarine after a running surface battle in 1917 while taking munitions to Murmansk, Russia.

From 1901 to 1914 she was used by the Hudson's Bay Company in Canadian northern waters. The *Pelican* was sunk some 30 years ago when curious children opened her sea-cocks in Sydney Harbour.

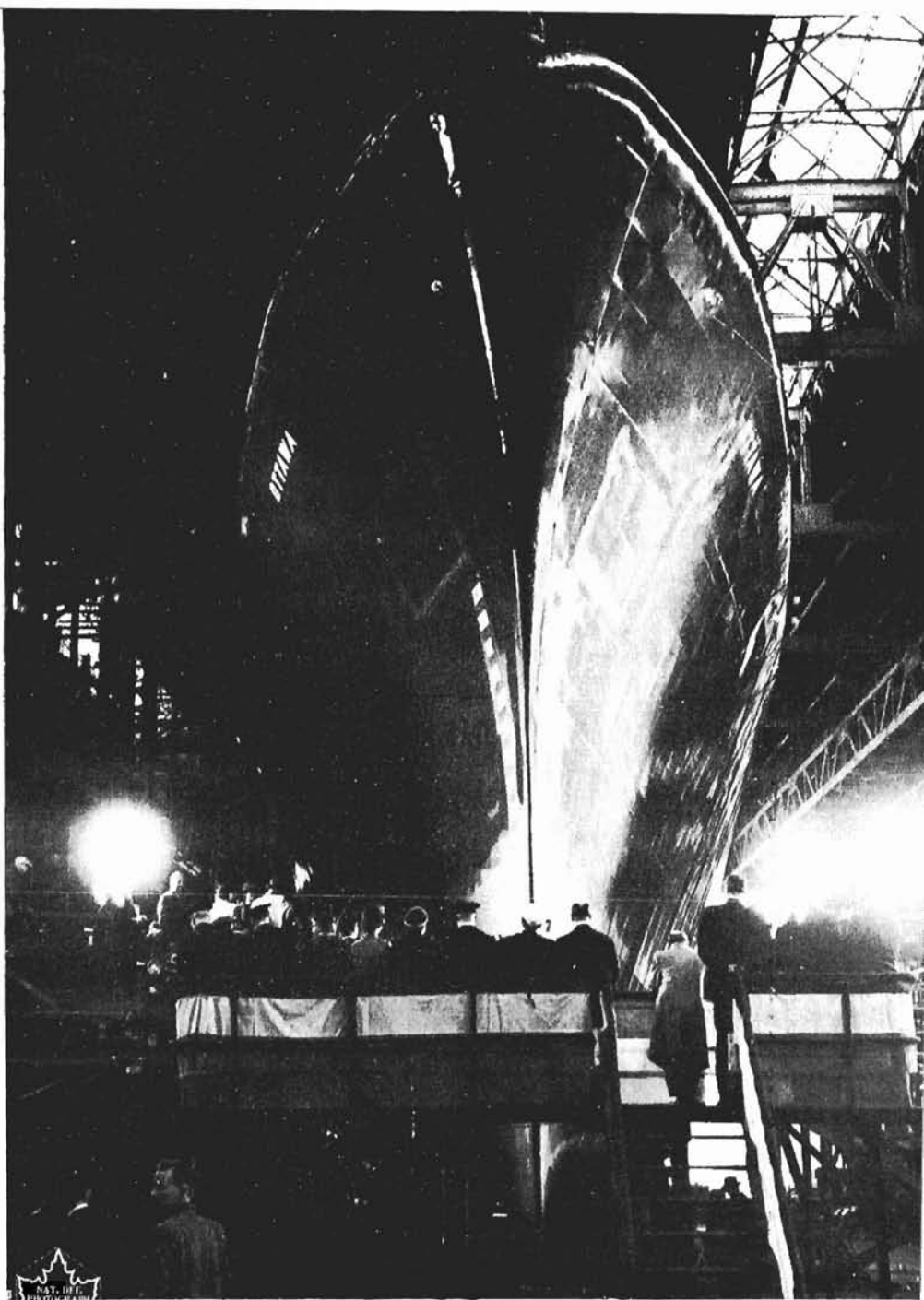
The *Porte Dauphine*, under the command of Lieut.-Cdr. John H. Maxner, RCN, of Halifax, is a tender to the Halifax Naval Division, HMCS *Scotian*.

Ship Hesitates; River too Cold?

HMCS *Ottawa* balked on the slips at Canadian Vickers in Montreal but at last slid gracefully into the St. Lawrence River April 29 to become the fourth to be launched in a series of 14 Canadian designed anti-submarine escorts building in Canadian shipyards.

For half-an-hour the hull with the smooth, flowing lines clung to the slips. Insufficient slope, light weight, a slight obstruction and cold grease were some of the reasons offered for her refusal to budge after Mrs. H. G. DeWolf, wife of Rear-Admiral DeWolf, chairman of the Canadian Joint Staff in Washington, had christened her with the traditional bottle of champagne.

Rear-Admiral Hugh F. Pullen, chief of naval personnel and a commanding officer of the two previous *Ottawas*,



HMCS *Ottawa* looms on the ways at Canadian Vickers in Montreal April 29 as guests on the platform wait for her to become unstuck after the christening ceremony. Floodlights, for benefit of press, TV and movie cameramen, highlight her smooth flowing lines. The *Ottawa* is the fourth to be launched in a series of 14 anti-submarine escorts under construction in Canadian shipyards.

came up with the cheering thought that "She was a slow starter, but that only means she will be a strong finisher."

HMCS *St. Laurent*, the first of the new escorts, was launched at Canadian Vickers in Montreal on November 30, 1951, followed by the *Skeena* last year at Burrard Dry Docking Company in North Vancouver and by the *Fraser* this February from the same shipyard. The first is expected to be ready for the fleet sometime next year.

Names of the new DEs follow those of Canadian destroyers which served during the Second World War and are

no longer in service. The *Ottawa* is the third Canadian vessel to bear the name. The first *Ottawa*, one of the six destroyers of the RCN at the outbreak of the Second World War, was torpedoed and sunk by a German U-boat in the North Atlantic in September, 1942 with the loss of five officers and 109 men. The second *Ottawa* was commissioned in the RCN on March 20, 1943. Formerly HMS *Griffin*, she was transferred to the RCN to replace the loss of her namesake, served well in the battle of the Atlantic, and was declared surplus at the war's end.

Subsistence Rate Increased in April

Increases in subsistence allowance for personnel in receipt of marriage allowance, ranging from \$10 to \$45 a month, were announced late in April. The increases apply to officers and men up to and including the rank of Lieutenant.

The new rates of subsistence allowance, with the former rates in brackets are: Ordinary Seaman, \$91 (\$61); Able Seaman, \$91 (\$61); Leading Seaman, \$91 (\$61); Petty Officer 2nd Class, \$91 (\$72); Petty Officer 1st Class, \$91 (\$81); Chief Petty Officer 2nd Class, \$91 (\$81); Chief Petty Officer 1st Class, \$102 (\$92); Midshipman, \$91 (\$61); Acting Sub-Lieutenant, \$110 (\$65); Sub-Lieutenant, \$110 (\$89); Commissioned Officer, \$110 (\$94); Lieutenant, \$110 (\$94).

The subsistence allowance for single personnel and for married personnel in ranks other than the foregoing remains unchanged.

Increases of the same amounts and to the same ranks as for subsistence allowance have also been made in separated family allowance and, where quarters are available but rations are not provided, the ration allowance is increased \$10 a month to \$30 for all ranks.

Undeclared War Between SO and MO

Meat is getting to be a problem in HMCS *Haida*. The Captain, the Supply Officer and the Doctor are disturbed, but the ship's tailor is quite happy about the whole thing.

The meat in question is the mounting poundage on some of the ship's company. There's nothing wrong with the victualling stores the ship gets from the UN logistics suppliers; except almost everybody is eating too much of it.

The long Korean patrols don't help the portlier *Haidas* in their battle of the bulge. The doctor hands out strict diets to some of the troops and the supply officer scuttles them.

Such choice items as butterscotch sundaes, chocolate ice cream, jelly rolls and banana cream pie on the menus makes it nigh impossible for the dieting sailors to stay on the straight and narrow. The supply officer has to keep the whole ship's company happy with their daily fare, but then he has to face the medical officer every day.

The captain expressed concern over his ship's top weight.

The one man who is satisfied to let the situation ride is the ship's tailor. He's getting lots of business letting out trousers and jumpers.

Hot weather is in the offing and the boys may sweat it off. But it's a problem.

Why a Ship Is a 'She'

by

Bernard Peyton Jr.

in the New York Herald-Tribune

LAST September the American Merchant Marine Institute sent a newsletter to newspapers, many of them in mid-Western towns, asking why a ship is called "she".

The returns have flowed back to the institute offices at 11 Broadway, from Brooklyn and Venezuela, from steamship oilers with fire in their eyes, from steamship brokers with mist in their eyes. Caustic or sincere, here are some of the replies:

Because a ship has a waist, bonnets, laces, stays, combings, jewels and earrings.

It was also noted that there is "a great deal of bustle" around a ship and that in port she has an agent handling her business called a "husband".

A captain wrote: "On to large vessels the word 'she' was attached because of the sails. The sail represented the vessel as dressed like a woman".

* * *

A Dutch student, recently arrived in America, submitted: "In older times, when sea voyages could take many years, the ship was the woman . . . The seaman . . . saw her as his home, he found in her his protection and the representation of female warmth and love, such as given by a mother or wife".

A man from Freeport, Texas, wrote: "First, there is always a gang of men around her; second, it takes a lot of paint to keep her good looking, and third, she's cranky, unpredictable, and hard to get along with".

But a woman from Highlands, also in Texas, indignantly countered: "As a woman takes pride in her home, and family—so a ship is sailed with great pride, on the sea. Who is it that rocks the cradle of the world? It's a she. Who is it that waits at home for their loved ones, when they are away? It's a she".

From Surabaya, Indonesia, came this reply: "A merchant ship is called 'she' because, coming into port, the first thing 'she' does is go to the buoys! I hope this solves your problem".

One respondent leaned on Shakespeare, where in Act III, Scene 3, of "The Winter's Tale" a clown observes: "now the ship boring the moon with her mainmast", and on the Bible, where in the description of Paul's journeys in Acts XXI, part of the third verse reads:

"and sailed into Syria, and landed at Tyre; for there the ship was to unlade her burden".

Another respondent, a Seattle printer warned: "Boats not to be called she are the mail boats".

* * *

And on this tack, a magazine article published six years ago in "Ships" has these disturbing things to say: "The prows of Phoenician and Egyptian boats were graced with male animals, not feminine figureheads. The word 'ship' is masculine in French, Italian, Spanish and Portuguese, and possesses no sex in Teutonic tongues. During the 17th and 18th centuries, vessels were called men-of-war, merchantmen, Indiamen, and the like."

Just to make things worse, an account of the Battle of Agincourt, written in 1426, includes the line, "Euery ship wayed his anker". A treatise put out 150 years later remarks that "in a shyppe the Rudder ought to be no less than may suffice to direct hys course". In Shakespeare's day a ship master noted in his log, "wee mette a great Dutch shippe neare Nassapore Point. He wore a Flag".

The editor of the American Merchant Marine Institute's newsletter threw up his hands.

Athabaskan Thirsts For British Oil

HMCS *Athabaskan*, serving her third tour of duty in the Korean war theatre, has been chalking up an enviable record for Canada under the United Nation's flag. All in the day's work was the following unflattering message, quoted in full from the "Athabulletin", the ship's newspaper:

"The following epistle was received by the Buffer from the Buffer, HMS *Glory*:

"I think you now hold the record for oiling. We have oiled you now more times than all the other boats together in the last two years. They now call you HMCS "Oilington". What have you got for engines — Japanese lighters?"

Perhaps one of the reasons why the *Athabee* was accused of burning so much fuel was that between December and March she had steamed a total of 26,493 miles in 111 days at sea. During this period she took on oil at sea ten times.

OFFICERS AND MEN

New Setup for Supply Branch

Familiar faces are accompanied by unfamiliar titles as a result of the recent comprehensive reorganization of the supply directorates at Naval Headquarters.

The new organization is headed by the Supply Officer-in-Chief (SOC) replacing the Director General of Supply and Fleet Accounting (DGSFA). Commodore (S) R. A. Wright, remains in this appointment.

The Deputy Supply Officer-in-Chief (DSOC) replaces the Deputy Director General of Supply and Fleet Accounting (DDGSFA). This appointment has been filled by Commander (S) T. F. T. Morland, formerly Director of Naval Pay Accounting. He retains the acting rank of Captain (S) while holding this appointment.

Under DSOC are two semi-independent units. One, controlling the operations of the supply branch is the Inspector of Supply and Fleet Accounting (ISFA), the other looking to future operations is the Assistant Supply Officer-in-Chief (Plans). Lieut. (S) G. R. Monckton, formerly Assistant Staff Officer liaison with the Department of Defence Production fills the first appointment: Lieut.-Cdr. (S) A. D. Collins, formerly Deputy Officer-in-Charge, Naval Supply Depot, Esquimault, is now ASOC (Plans).

Also under DSOC are the Director of Movements (yet to be appointed), the Director of Naval Pay Accounting, the Directorate of Material Identification and Cataloguing and the two largest organizations—those of Assistant Supply Officer-in-Chief (Administration) and the Assistant Supply Officer-in-Chief (Stores).

DNPA is Acting Cdr (S) J. W. Maxwell, formerly Deputy DNPA. Commander (L) G. H. Dawson remains DMIC.

Commander (S) Martin Doyle, formerly Supply officer in the *Quebec* becomes ASOC (ADMIN) while Commander (S) C. V. Laws, formerly Director of Fleet Stores advances to ASOC (Stores) controlling the four stores directorates.

The stores director are: Director of General Stores (DOGS), Lieut.-Cdr.

(S) A. E. Taylor, formerly in New Construction; Director of Electrical Stores (DOLS), Lieut.-Cdr. (S) J. A. McBurney, formerly Inspector of Supply and Fleet Accounting; Director of Personnel Stores (DOPS), Lieut.-Cdr. (S) R. Gervais, formerly Deputy Director of

Victualling, and the Director of Air Stores (DOAS), Lieut. (S) K. R. Dauphinee, formerly Director of Naval Air Supply.

General Stores and Electrical Stores formerly were included under the Directorate of Fleet Stores.



Nine-year-old Douglas Phelps sits comfortably in a new wheelchair presented to him recently at Lyndhurst Lodge, Toronto, by the Chief and Petty Officers' Mess of HMCS "York". Chatting with him are three of the naval donors. Kneeling is CPO Frank Hopkins, mess president, with CPO Bill Clews, mess secretary, and CPO Les Mowry standing.

Officers Named To New Posts

The following officer appointments of interest have taken place or will take place in the near future:

Capt. A. G. Boulton, to Staff of Commanding Officer Naval Divisions, HMCS *Star*, as Chief of Staff. Formerly at Headquarters as Director of Naval Reserves.

Commander J. S. Davis, to the staff of the Commanding Officer Naval Divisions, HMCS *Star*, as Command Training Officer. Formerly in HMCS *York* for course at the RCAF Staff College.

Commander T. S. R. Peacock, to HMCS *Stadacona* as Reserve Training Commander. Formerly on the staff of the Commanding Officer Naval Divisions, HMCS *Star*, as Command Training Officer.

Commander J. P. T. Dawson, to HMCS *Stadacona* as Officer-in-Charge TAS School. Formerly on the staff of the Director of Weapons and Tactics as Staff Officer (TAS).

Commander (S) H. C. Ledsham, to HMCS *Shearwater* as Officer-in-Charge, Air Stores Depot. Formerly in HMCS *Niagara* on the staff of the Naval Member, Canadian Joint Staff, Washington, as Staff Officer Supply Liaison and Procurement.

Commander (S) B. E. Gaynor to HMCS *Quebec* as Supply Officer. Formerly Director of Victualling at Headquarters.



When Wren Doris Bell of Toronto took the RP3 course at HMCS *Stadacona* she was the only woman in the class of 22 and the sole representative of the RCN(R). She graduated second in the class.

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Lieut.-Cdr. (E) J. O. Aitkens, to headquarters as Staff Officer Engineering Personnel. Formerly in HMCS *Crescent* as Engineer Officer.

Lieut.-Cdr. (SB) A. E. Parsons, to HMCS *Naden* on the staff of the Reserve Training Commander as Staff Officer (Cadets). Formerly at Headquarters as Secretary to the Director of Naval Reserves.

Lieut. (P) M. Wasteneys, to HMCS *Shearwater*, 30th Carrier Air Group, VF 871 in command. Formerly in VF 871 as Senior Pilot.

Star Auxiliary Completes Ten Years of Service

Ten years of service to the ship's company of HMCS *Star* is the record of the hard-working group of women comprising the Ladies' Auxiliary to the Hamilton naval division.

The auxiliary was formed in January 1943 and promptly set to work in the interests of members of the division and their families.

Each year the ladies hold a summer picnic and a Christmas party for the children. In addition, they send parcels to Korea and give each new entry drafted from *Star* a box of comforts.

Typical of the women who have put years of effort into working on behalf of the division is Miss M. Leslie, who is in charge of the auxiliary's welfare work. She visits sailors in the sanatorium and helps the men or their families in times of difficulty. She can be seen at *Star* each Saturday evening making sure that new entries receive their going-away gift parcels.

Miss Leslie finds time, as well, to carry on a lively correspondence with men serving in HMC Ships in the Korean war theatre.

Courses Completed By Chiefs and POs

Chief and Petty Officers' Leadership Course classes 40 and 41 recently completed in HMCS *Cornwallis*. Members of Class 40 were all P2's while Class 41 were mixed Chiefs and P1's.

Class 40: Petty Officers Lorne Pattison, Donald Lineker, Leslie Alliker, William Brown, Robert Stewart, William Brooks, Daniel Raftis, Francis Walker, William Hughes, William Young, Colin MacDougall, Percy McCarthy, Norman Hallmark, Ernest Hayward, James Elliott, George Harper, Brian Pope, Robert Roberts, William Patterson, Harold Achtzener, Gordon Parson, William Fluskey and Adrien Boucher.

Class 41: Chief Petty Officers Glen Hutchinson, James Williams, Wilfred Clerk, Thomas English, Jack Gillard, George Hornett, Robert Kinsey, Kenneth Kidson, Albert Munt, Edward Shep-



Happy in the service, obviously, are Wren Mavis Macahill (left) and Wren Joan Sidwell of HMCS *Malahat*, the Victoria naval division, shown receiving instructions from Ldg. Sec. Milton Kubisheski on the intricacies of the Navy's pay setup. (Photo courtesy Victoria Daily Colonist.)

perd and John Armitage and Petty Officers Robert Christie, Leslie Adkin, Earl Lyons, Jack Heath, Leslie Sparrow, Douglas Edgar, Colin Armson, Frederick Herron, Robert West, Edward Morrison, and Rene Rollins.

Two Pilots Die In Air Collision

Death came to two RCN pilots on the night of April 9 when their planes collided in the air over the outskirts of Halifax. Four other naval airmen escaped both death and serious injury in another crash that same evening near the RCAF base at Greenwood in Nova Scotia's Annapolis Valley.

Killed were Lieut. (P) Robert C. O'Neil, Ottawa, piloting a *Sea Fury*, and Lieut. (P) F. G. Rice, Gravenhurst, Ont., piloting an *Avenger*. Lieut. O'Neil's aircraft crashed on a hilltop overlooking Bedford Basin, while Lieut. Rice's plane crashed into the Basin.

In the other accident, an *Avenger* carrying the pilot and three naval airmen crashed in the Lake George area of the Annapolis Valley while returning to its base at HMCS *Shearwater* on a training flight to and from Montreal. All four in the plane walked away from the crashed plane before it broke into flames.

They were: Sub.-Lieut. (P) J. W. Paton, Montreal; CPO R. E. M. Geale, Dartmouth; PO P. Martin, United Kingdom, and AB Martin Légaré, Gatineau Point, Que.

After spending the night in the woods, the four were able to make their way out and shortly were taken to the RCAF base at Greenwood from where they were flown by RCN aircraft to *Shearwater*.

Two-War Veteran Cdr. G. W. Kidd Dies

Commander (E) George Watson Kidd, RCN (Ret'd), 69, of Vancouver and Victoria, who served with the Royal Navy during the First World War in HMS *Warspite* and HMS *Courageous*, died April 23 in Vancouver. Between the wars he was co-owner of an engineering firm in Colombia, South America.

During the Second World War he joined the RCN as Commander (E), retiring with that rank in 1945. He served at Headquarters and in Esquimalt.

Commander Kidd leaves his wife, three sons, including Lieut.-Cdr. William M. Kidd, RCN, a daughter, three grandchildren and three sisters.

From 'Marin' To 'Marine'

In most parts of Canada a "Marine" is a "seafaring-soldier", but in the language of Quebec the "Marine" is pure Navy.

However, the naval reserve forces of HMCS *Montcalm*, the Quebec City naval division, really switched this meaning on the week-end of March 28 and 29 by becoming soldiering-sailors.

The occasion was a joint Reserve Navy-Army Battle under the code name of "Exercise Plasma" when approximately 400 officers and men of Quebec's Reserve Naval and Army Units combined forces and went "into battle". Director of the exercise was reserve Lt.-Col. M. F. Hillary, Commanding Officer of the First Technical Regiment, who was assisted by Commander W. Mylett, Commanding Officer of HMCS *Montcalm*.

The purpose of the exercise was to give the auxiliary service an opportunity to experience working under conditions that were as close to real warfare as possible, and the general consensus

of opinion was that this was one of the most realistic "mock battles" in which they had ever been engaged.

The contribution of HMCS *Montcalm* was 100 officers, cadets and men, while the Reserve Army Units of Quebec made up the rest of the force with infantrymen, engineers, signallers, Service, Medical, and Provost Corpsmen and COTC.

The exercise began Saturday afternoon. The troops were transported to Valcartier Military Camp, about 20 miles from Quebec City and adjacent to the Valcartier Ranges where the "battle" took place.

On Sunday morning an early church parade was held; then followed an intensive briefing of the day's operations, and then the battle got under way. The *Montcalm* units were allocated the part of a landing party in the attack force and had to attack and storm a ridge rising sharply to a height of about 25 feet, with machine gun nests of defenders on top.

The Navy stormed its objectives with such determination and aggressiveness that the ridge was captured. High praise was given by the Army officials on the discipline and bearing of the Naval personnel under fire. Although blanks were used in rifles and machine guns, there was sufficient live ammunition such as mines and mortars exploding in the vicinity of the assault front to create a genuine atmosphere.

The discomfort of crawling through two feet of snow and slush (one still tends to keep one's head down even though they are "only blanks") and the strain of the physical exertion of climbing that ridge, were bravely borne by the naval personnel. *Montcalm's* officers were proud of the fine performance given by their men and of the acknowledgement given by the army staff in stating their complete satisfaction with the effort contributed by the men of *Montcalm*.

Western Wren Officers Meet at Vancouver

Wren officers from western divisions met at HMCS *Discovery* recently to discuss mutual problems. Lieut. (W) M. I. Allen, Ottawa, presided, with Lieut. (W) L. F. Tait, assistant staff officer, administration, *Discovery*, as official observer and secretary.



If the misty-eyed mother of yesteryear who sang "I never raised my boy to be a soldier" had seen reservists from HMCS *Montcalm* slogging through slush and mud this spring, she might have changed the words to fit the Navy. PO J. E. M. Lachance (right) is seen leading his troops into position during the joint Navy-Army "Exercise Plasma" at Valcartier Military Camp.

LOWER DECK PROMOTIONS

Following is a further list of promotions 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, Victor J.....C2ET4
 ACHTZNER, Edward J.....LSBD2
 ATKINSON, Darrell J.....LSAC1
 ATKINSON, Eric G.....LSAR1

BARCLAY, Donald A.....P2AA2
 BATES, Herbert A.....C2PC3
 BECK, Wilfred M.....LSAAS
 BERUBE, Ronald F.....LSAC1
 BILODEAU, Louis J.....LSAAS
 BODINGTON, Richard P.....C2TD2
 BONIN, Jean-Claude.....LSAC1
 BONNER, Douglas V.....LSAR1
 BOUGHTON, Benjamin E.....LSAAS
 BRISKHAM, Vernon R.....LSAAS
 BRITTON, Peter W.....P1AF2
 BUTLER, Ronald A.....LSAC1

CALE, Earle D.....P1AC2
 CALLARD, John E.....C2PC3
 CANT, Eugene R.....P1AO2
 CHILDS, Harry.....LSAF1
 CLARK, William D.....C1AT4
 CLIFFORD, Brian E.....C1AT4
 COLLINS, George S.....LSAC1
 COLLINS, Harold F.....LSAC1
 CORMAN, James H.....LSAF1
 CORRIGAN, Arthur G.....LSAF1
 COX, Frank H.....P1SE2

DALE, Bernard J.....LSAC1
 DARLINGTON, George R.....P1ER4

DeWOLFE, Earl A.....P1SH4
 DICKIE, Gordon W.....P2BD3
 DIXON, Gordon A.....LSOM1
 DONALDSON, Gordon D.....P2SM2
 DONNAIT, Victor F.....LSTDS
 DRAGE, Lawrence A.....LSAC1
 DRISCOLL, John V.....C2SM3
 DROUIN, Jean-Baptiste J.....LSAR1
 DUGGAN, Arthur A.....LSRC1
 DUNN, Paul C.....LSAR1
 DUTCHAK, William R.....P1AC2
 DUTTON, John P.....LSQR1

EAGLESTONE, Donald A.....LSRPS
 EDEN, John B.....LSAF1
 EULOTH, John D.....LSAC1

FAGG, Stephen C.....C2AC3
 FINN, Gerard P.....LSAR1
 FLANAGAN, Gordon S.....LSAR1
 FLEMING, John E.....LSAA1
 FRIER, Richard H.....LSAR1
 FYFE, William S.....LSAC1

GODIN, Roger J.....LSEM1
 GOODE, James G.....P1AC2
 GREGORY, Kenneth A.....LSAC1
 GRISCH, Robert G.....LSAR1

HALDANE, Frederick E.....P2SM2
 HALEY, Robert.....LSAC1
 HAY, Stanley W.....P1SE2
 HAYES, Harold P.....C1ER4
 HEATLEY, William A.....LSAR1
 HIRD, Walter R.....LSAC1
 HOGAN, John K.....LSAAS
 HORNE, Herbert.....LSEM1
 HYMERS, William J.....P2SM2

IRWIN, Eugene B.....P1AC2
 IVANY, Douglas M.....LSAAS

JACKLIN, Charles G.....P2AO2
 JENNINGS, Harry J.....C2AT4

KELBOUGH, Kenneth G.....LSLR1
 KELLEY, Ronald M.....LSRPS
 KING, Baxter.....LSRPS
 KING, Harold B.....P1ER4
 KNOX, Loren W.....LSBD2
 KNOX, William J.....LSAR1

LESK, James M.....LSTDS
 LOUGHRAN, Patrick J.....LSAAS

McDONALD, Redmond J.....C1SE3
 McINNIS, Lloyd H.....P2AR2
 McINTOSH, Francis J.....LSAC1
 McLEOD, Laverne D.....LSTDS
 McRAE, Elmer.....LSTDS
 MacADAM, Kenneth S.....P1ER4
 MacDONALD, Stephen.....LSOM1
 MacLEOD, Robert A.....LSAR1
 MARSH, Victor E.....LSAF1
 MARTIN, William L.....LSAAS
 MILLS, James J.....LSAC1

MINKOFF, Christopher.....P2SM2
 MISEFERI, Joseph.....LSAC1
 MLAZGAR, Lawrence M.....LSAC1
 MOLL, Ronald W.....LSRCS
 MOONEY, Gerald D.....P1AC2
 MORENCY, Stewart J.....P1SH4
 MOUTENAY, James C.....LSAR1
 MUIR, Ian M.....LSAF1
 MUGGAH, Revers.....LSAF1

NELSON, Charles H.....LSAR1
 NIVEN, Roy W.....LSAC1
 NOBLE, Robert E.....LSSE1
 NUNNERLY, Richard.....P2AF2

O'CONNOR, Garfield W.....LSAF1

PERCY, Arthur M.....C2AT4
 PETERSON, Frank.....LSAR1
 PHILLIPS, Eugene E.....P2NS2
 PITTMAN, Guy.....LSAC1
 PRATT, William B.....LSTDS

ROEMER, George J.....P1AC2
 ROE, Douglas C.....P1SH4
 ROGERS, Eugene S.....LSAC1
 ROY, Keith E.....LSAC1
 RUTHERFORD, Douglas.....P2SM2

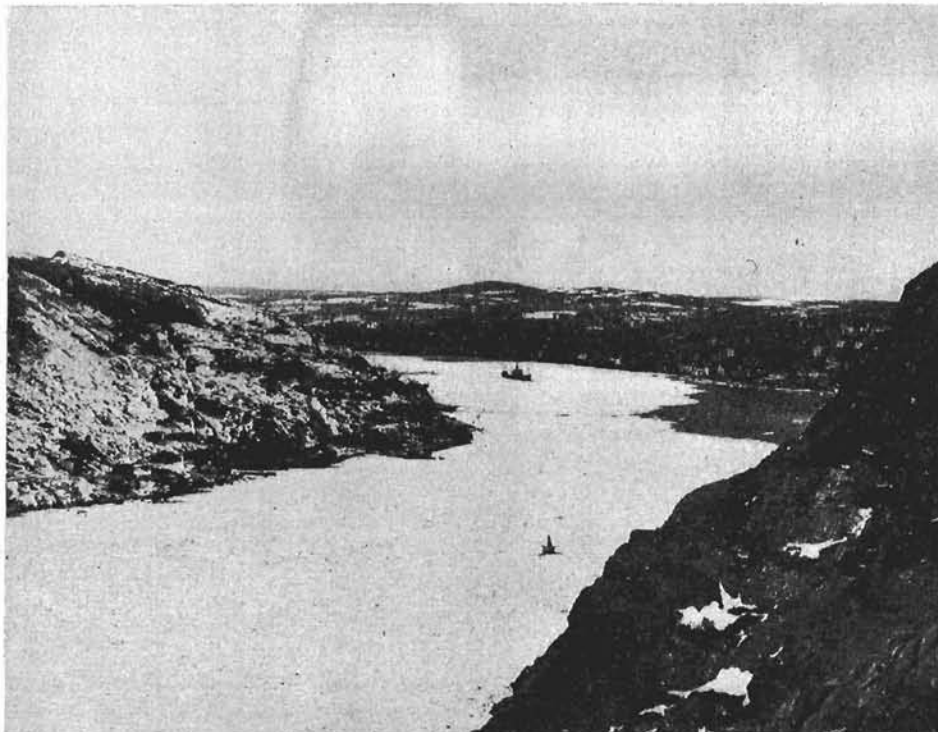
SABOURIN, Rhéal L.....C1AT4
 SAUVE, Marcel J.....LSLRS
 SCOTLAND, Douglas B.....LSAR1
 SCULLION, James.....LSAA1
 SEKULICK, John.....LSAF1
 SMITH, Frank W.....P2AF2
 SMITH, Peter H.....LSAC1
 SMITH, Sydney C.....LSAR1
 SNELGROVE, Carl D.....LSAR1
 SOPKO, William E.....P2AF2
 SPALLIN, Frederick A.....LSAR1
 SPICER, James W.....LSOM1
 STACK, Edward P.....LSRPS
 STORTTS, Donald D.....LSAC1

TAYLOR, Ronald E.....LSAF1
 THIBAUT, Joseph O.....LSEM1
 THOMPSON, Harry R.....LSAA1
 THOMPSON, Sidney F.....LSQMS

UMPHREY, Verne N.....LSAF1

WALKER, William D.....LSAF1
 WHITE, Dale B.....LSRCS
 WILSON, Lee E.....LSTD1

YOUNG, David A.....C1SE3



For the first time since 1937, St. John's Harbour was solidly packed with Arctic drift ice during the latter half of March. The ice blockade extended into the Atlantic as far as eye could see. Thousands of Newfoundlanders lined the harbour edge to watch the hundreds of seals and white-coats on the ice floes. (NFD-1731)

Keeping Cool in Cedarwood

CPO Kenneth Guthrie Used to Imminent Disaster

On the last Sunday in March, HMCS *Cedarwood*, was at deep anchorage in Discovery Passage off Campbell River. She was veered to 400 fathoms of anchor wire in 170 fathoms of water, a brisk half gale was blowing and a number of scientists aboard were busy attempting to measure tidal currents which had reached a velocity of over six knots.

CPO Kenneth Blair Guthrie was standing Officer of the Watch. Suddenly out of the South came a sea-going tug, the *Tiger* towing an enormous barge which bore rapidly down on the anchored ship. The tug hesitated, her captain justifiably awed at finding a ship anchored under these circumstances, and apparently wondering on which side of the ship to pass.

Encouraged by toots on the siren and increasingly forceful instructions from the *Cedarwood's* loud hailer he decided to pass down the starboard side. But he had waited too long and the massive barge, propelled by the howling wind and racing tide, was completely out of control.

Finally grasping the situation, the *Tiger* dashed madly off to port. *Cedarwood's* foc'sle was cleared, lower decks were cleared. The heavy steel barge, appropriately named "*Gibraltar*", swung down the starboard side of the little wooden ship and missed ripping open her planking by inches.

During this period of intense strain Chief Guthrie appeared absolutely at ease. His only noticeable reaction to the prospect of being rammed was an audible speculation on the possibility of two weeks' survivors' leave.

This word picture has many unusual characteristics such as a Chief Petty Officer as Officer of the Watch, and a ship anchored in 170 fathoms of water.

This is not a fairy tale. Chief Guthrie, of the comparatively new Quartermaster Instructor Branch, is fully qualified as a watchkeeping officer and on one occasion even assumed the navigating duties on board HMCS *Cedarwood*. Anchoring in 170 fathoms of water is quite simple aboard this little ship considering that on many

occasions she has dropped the pick in up to 400 fathoms.

Apart from this, a man who regards imminent ramming with the detachment the average man reserves for much lesser happenings is outstanding. It is for this reason he was immediately chosen "Man of the Month". It is hoped the balance of this article will explain how a seemingly normal man can arrive at such a nerveless and collected frame of mind.

Chief Guthrie was born in Brandon, Manitoba. He went through the standard routine as a child and undoubtedly



CPO KENNETH B. GUTHRIE

would have ended up as the hometown baseball star and head of the local carpenter's union if a certain paperhanger from Austria hadn't had different ideas.

So young Guthrie followed in his older brother's footsteps and soon was involved in the trials and tribulations of wartime new-entry training in Esquimalt. The Navy, perhaps surprised at his survival, sent him to sea in HMCS *Prince Robert* (armed merchant cruiser), conveying troops to Hong Kong.

With the fall of Hong Kong, he returned to the West Coast, but was

immediately sent to Halifax where he took a six week LR3 course. He was then drafted to HMCS *Sorel*, one of the early "short foc'sle" corvettes which was doing yeoman work on the North Atlantic convoy routes.

His next ship was HMCS *Mahone*, a Bangor minesweeper. Here, over a period of 27 months, he qualified as Leading Seaman, Petty Officer, and Torpedo Coxswain, thus learning in the "school of hard knocks" what is now acquired in the quiet solitude of an overheated class room. Just as he was beginning to feel the need for a change, the *Mahone* was rammed off Louisburg by a merchant ship. One man was killed, and two were missing, but, in spite of the extensive damage, the ship was able to make Louisburg for the temporary repairs necessary for return to Halifax.

He then commissioned HMCS *Capitano* on the West Coast. She promised to be a happy ship, having been launched under the auspices of a prosperous brewery, but unfortunately he was not in her long enough to reap benefits so rightly expected. After two months he was back on the East Coast in the Bangor minesweeper, HMCS *Stratford*.

Shortly after completing work-ups off Bermuda the ship suffered from a common occupational hazard of escorts during the war; that is, she was rammed. Petty Officer Guthrie was not very much perturbed, he was getting used to being rammed by this time. He merely inserted a clause in his life insurance policy stating that his beneficiaries could collect if he were lost "due to friendly action", and carried on convoy work out of Newfoundland in HMCS *Saskatoon*. It was during this period that Guthrie decided that the paperhanger was about to be pasted, and in joyful anticipation of this event, got married to his childhood sweetheart in January, 1945.

His anticipation having proven correct, he was next observed preparing the frigate *Inch Arran* for action in the Pacific. But as the Japanese were

(Continued on page 27)

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Shearwater

"Crew on a Cruise", in April, became the first musical show to be presented by the talented Shearwater Players. The revue was put on at HMCS *Shearwater* with a cast of 60 recruited from HMC Ships *Shearwater*, *Magnificent* and *Stadacona* with wives and sweethearts joining in to provide the chorus line and make up the costumes.

The production was the biggest to be put on by the navy group which won the Nova Scotia Provincial Drama Festival this year with its staging of "An Inspector Calls".

Original sketches for the musical production were written by Lieut.-Cdr. (L) Chris Mitchell, Lieut. D. R. Donaldson, CPO R. Dalley and CPO D. Shaw. Settings were designed and painted by CPO Dalley and lighting and sound effects were by CPO P. Bailey. Production and direction came under Lieut.-Cdr.

Mitchell. Music was provided by the band of HMCS *Stadacona*, under the direction of Lieut. (SB) S.E.F. Sunderland.

The scene of the presentation was aboard a naval ship as it set out from Halifax on a cruise visiting such points as England, France and Spain with a variety of interpretations of the music of these lands in both choral and solo selections.

HMCS Iroquois

When HMCS *Iroquois* sailed April 29 from Halifax, N.S., for her second tour of duty in the Korean War theatre, she carried her commanding officer, Captain W. M. Landymore, and 21 men also back for their second tour.

The sailing of the *Iroquois* for the Far East marked the end of extensive refit and personnel changes since her return from the war in the Orient last January.

April 7 was the date when trials and work-ups were begun.

On April 24, the *Iroquois*, with Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, embarked, sailed with HMCS *Huron* (Cdr. R. C. Chenoweth) in company and carried out pre-departure gunnery and anti-submarine exercises.

Their voyage to the Far East took them to Kingston, Balboa, Manzanillo, San Pedro, Pearl Harbour, Kwajalein and Guam.

HMCS D'Iberville

With an overall average of 93.2, Ldg. Sea. R. P. Grant won the D. F. Olive trophy in the small arms shooting competition held throughout the winter months. Ord. Wren Marie Georgette Fontaine was runner-up.

Coach Bob LeClair piloted the officers' team to victory in the volleyball tournament. As coach, Instructor Lieut. LeClair was presented with a beautiful new trophy donated by Lieut. Louis Laroche.

The winning team was composed of Commander Marcel Jetté, Instructor Lieut.-Cdr. R. D. Campbell, Lieut.-Cdr. David F. Olive, Lieut. Pierre Simard (Big Chief Pontiac), Lieut. William Mock and Instructor Lieut. R. J. LeClair.

CPO Maurice Darveau has been drafted to HMCS *Montcalm*, the local naval division. Replacing him as GI is CPO Albert "Hurch" Hurtubise.

Philatelist Lieut. W. J. Mock took part in a local exhibition of stamps recently. His entry received considerable commendation from the experts.—R.J.L.

HMCS Portage

The latter part of May saw the end of the annual refit period for HMCS *Portage*. The refit was commenced at Dartmouth April 10 and gave the ship's company time to take leave and catch up on miscellaneous commitments.

It was observed, while reviewing the ship's operations during the past year, that, from June 1, 1952, to February 28, 1953, the *Portage* spent 130 days at sea steaming a distance of 20,978 miles—an average of 161 miles a day.

Training has continued, with 29 men being qualified in damage control and nine new entry seamen joining from



Warm weather early in May enabled the naval divisions to prepare for the summer training program. HMCS *Star*, new headquarters for the Commanding Officer Naval Divisions and site of the Great Lakes Reserve Training Establishment, was among the busiest. Seen tiddlying up a motor cutter for the season are three men from *Star*, left to right, AB Donald Davies, Ldg. Sea. Jack M. Maxwell and Ord. Sea. George Cooper. (COND-32)

HMCS *Cornwallis* to complete their sea training.

Changes in complement are continuing rapidly and it is expected the ship will carry out training this year with approximately 80 per cent new crew.

HMCS Gloucester

Owing to its increasing growth, Gloucester Naval Radio Station became officially known as HMCS *Gloucester* on April 1.

Apart from being a training school for Communications Supplementary personnel, *Gloucester* contains the command offices of the Senior Officer Supplementary Radio Stations, Lieut.-Cdr. (C) John S. Hall, RCN, who is also commanding officer of the establishment.

Recent appointments to and from Gloucester include Lieut. (S) H. S. McClymont and Lieut.-Cdr. (SB) H. G. McMullen to HMCS *Bytown* and Lieut. (S) Colin White from HMCS *Cornwallis* as Supply Officer. Petty Officer F. L. Dobbin, formerly in charge of the galley, has been drafted to HMCS *Stadacona*, Petty Officer F. J. Kushner, formerly in charge of naval stores, to HMCS *Huron* and Petty Officer J. A. Dunbar has joined the Coronation Contingent.

A television set was recently purchased with mess funds and installed in the Chief and Petty Officers' Lounge. Reception is excellent from Montreal and Syracuse, N.Y., while the local Ottawa station will be operating early in June.

The wives of personnel in married quarters have formed a social club which meets bi-monthly in the Chiefs' and Petty Officers' Lounge.

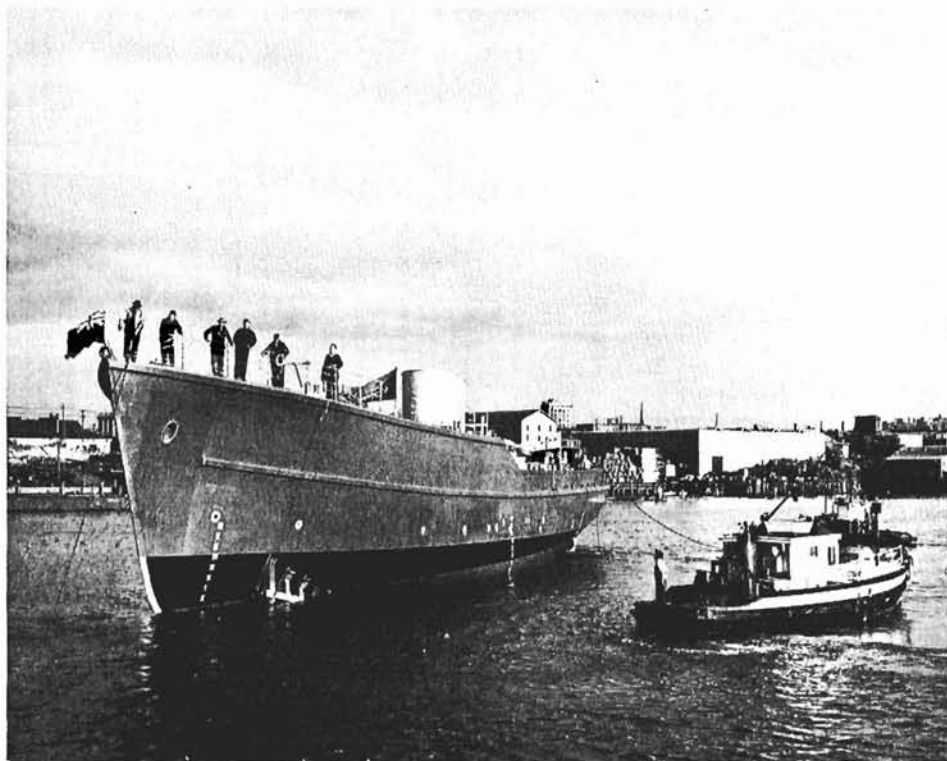
At the opening meeting last month, Mrs. R. H. Whetmore was elected president and Mrs. B. H. Pirt secretary-treasurer.

A group of 18 men under Petty Officer S. Eaton joined with officers and men of the Ottawa area as part of the funeral party of the late Lieut. (P) R. C. O'Neil, of Ottawa.

HMCS La Hullose

The "Fighting Lady", HMCS *La Hullose*, sailed from Halifax May 18 for the United Kingdom and the Coronation. With her were a lucky group of UNTD cadets sailing for the first cadet cruise of the year which will embrace the spectacular event.

The departure of the *La Hullose* marked the end of a long refit, finishing touches, including a paint job, and her trials and work-up program.



The third wooden coastal minesweeper to come down the ways at the West Coast, HMCS *Fortune* is shown being manoeuvred into her berth immediately after her launching on April 14 at the Victoria Machinery Depot's No. 1 Shipyard in Victoria. The new vessel was sponsored by Mrs. B. R. Spencer, wife of Commodore B. R. Spencer, Superintendent of HMC Dockyard, Esquimalt. (Photo by Bud Kinsman, Victoria Daily Colonist.)

TAS School

Ten new classes were started at the Torpedo Anti-Submarine School at HMCS *Stadacona* during the month of April. They were: TD3 "H", TD3 "G", TD3 "I", TD3 "J", TD3 "K", TD3 "L", TD2 "M", TD2 "N", TD1 "G" and JOLTC "H".

Changes in staff included the drafting of CPO George Edward Jamieson, to HMCS *Iroquois*, and PO John McDonald, to HMCS *Wallaceburg*.

PACIFIC COMMAND

HMCS Crusader

Three men serving in HMCS *Crusader* have decided they prefer a hammock in a destroyer at sea to a cot in an army tent in Korea, following a recent eight-day tour of Canadian Army positions there. The same applies to the food, they said.

The trio, AB Clifford Moore, of Arundel, P.Q., AB Keith Bennett, of Winnipeg, and CPO Elmer J. Dodds, of Mossbank, Sask., were the first Canadian sailors to take the tour, although Canadian soldiers have gone along in RCN destroyers for Korean patrols before. The purpose of the tours is to

familiarize soldier and sailor with how each service operates in the war theatre.

Leaving the *Crusader* at Kure, Japan, the *Crusader* men were flown to Seoul where they were taken to the Princess Patricia Canadian Light Artillery camp for four days, during which they were attached to a support platoon during company and battalion manoeuvres. They surprised everybody with their marksmanship with the 3.5 rocket launcher, which has similar sights to some naval guns.

Then followed two days with the Royal Canadian Horse Artillery, whose 25-pounder field guns the men found were not unlike in action to the *Crusader's* main armament. A trip to a Canadian observation post at the front and a final two days back with the "Pats" completed their tour. In the front, C rations were used, but food was good at company headquarters, although they claimed it didn't compare with the fare in the *Crusader*.

HMCS Algonquin

Listener's to CBC's Trans-Canada network went on board Canada's newest and most modern warship HMCS *Algonquin*, during a 30-minute "baby documentary" broadcast released on Saturday, April 18.

The radio tour was conducted by Commander P. F. X. Russell, commanding officer of the *Algonquin*, Lieut.-Cdr. James C. Carter, first lieutenant, and Bill Herbert of the CBC.

The ship spent the weekend in Vancouver April 11 and 12. Two dances, sponsored for the ship's company by the New Veterans' Branch of the Canadian Legion highlighted the entertainment.

The *Algonquin* left for the East Coast on May 22, and is carrying out her working-up, and evaluation trials on the way around to Halifax.

Aldergrove Radio Station

Several changes in personnel have taken place at Aldergrove Naval Radio Station in recent weeks.

Joining HMCS *Ontario* in time for the Coronation cruise were CPO R. R. Adams and PO L. E. Beatty. PO K. M. Hurl has gone to HMCS *Antigonish* and Ldg. Sea. W. W. Doren has received his honourable release.

New arrivals include PO D. L. Jones and Ldg. Sea. W. M. Smith from the *Antigonish*, and PO J. J. O'Halloran, Ldg. Sea. R. J. Kukucha and Ldg. Sea. M. J. Bernier, all from HMCS *Naden*.

HMC Ordnance School

During April the Ordnance School at HMCS *Naden* was visited by Ordnance Captain W. G. Ross, Director General of Naval Ordnance, on his annual visit to this coast. Captain Ross spent two weeks in the area visiting various Ordnance Establishments accompanied by the Command Ordnance Officer, Ordnance Command J. F. Cosgrove.

The Ordnance Officers of the Command entertained at an enjoyable party at the *Naden* Wardroom during Captain Ross' visit. Also visiting the School from Ottawa was Ordnance Lieut. G. D. Spergel, Director of Ordnance Personnel.

PO Norman Jones was chosen as one of the Coronation Contingent and left the School. He will be missed on the ball team this summer.

Before *Ontario's* departure she was joined by Ordnance Commander J. A. M. Arcand, recently Naval Overseer at Sorel.

CPO Arnold Parkinson and OS Dale Johansen have gone to HMCS *Chatham*, Prince Rupert, for armament installation.

The summer sports program is under way and, with the usual enthusiasm of the school "popping out all over", it should be able to hold its usual high position among the other departments of *Naden*.

The first class of Armourers' Mates is now at MTE getting their basic instruction in fitting and machine shop work.

Ordnance Lieut. Ben Ackerman has returned from Clinton, Ontario, where he was attending a course. Since then he and PO Donald Ross have made a trip to Kamloops.

NAVAL DIVISIONS

HMCS Malahat (Victoria)

The minesweeper HMCS *Sault Ste Marie* has again been made available to members of Victoria's Naval Division, HMCS *Malahat*, and between now and early October constant use will be made of the vessel for training purposes.

The first in schedule of 12 week-end training cruises was made in the *Sault Ste Marie* over the week-end of April 11-12, when the reservists travelled to Everett, Washington. Another cruise was made to New Westminster on April 25-26.

The balance of the week-end training cruise program will find the 'sweeper visiting an assortment of ports of the Pacific Northwest including Anacortes, Seattle, Port Angeles, Bellingham and Port Townsend, all in the state of Washington; and such British Columbia ports as Nanaimo, Ganges, Ladysmith and Vancouver.

Following an annual custom, the *Sault Ste. Marie* and her reservists will go on a two-week cruise again this



Commodore Kenneth Adams, Commanding Officer Naval Divisions, inspects the ship's company of HMCS *Star* following his arrival to assume his duties in the new naval reserve command headquarters. Behind Commodore Adams is Lieut. Thomas Leith of *Star*. Inclement weather forced the brief opening ceremonies indoors.

summer. The long trip will get under way July 4 and end July 19, with Prince Rupert, and later Portland, Ore., listed as ports of call. HMCS *Sault Ste. Marie* is under the command of Lieut.-Cdr. B. T. R. Russell.

HMCS Hunter (Windsor, Ont.)

Full participation in Windsor's celebration on the coronation day of Her Majesty, Queen Elizabeth II, is being planned by the ship's company of HMCS *Hunter*.

Commander W. G. Curry, the commanding officer, is a member of the civic committee planning the events for June 2. Included is a parade of military units in the district in which the division is expected to play a leading part.

For its own part, *Hunter* planned a ship's company dance for May 30.

Lieut. (S) Greg Cocks, who has been supply officer at *Hunter* for the past two years, was honoured at a wardroom party on April 25. He will take a West Coast appointment shortly. Lieut. (S) M. Young, his replacement, has already arrived in Windsor.

Bishop C. L. Nelligan of Assumption College was the guest speaker when the annual mess dinner of the wardroom officers was held on April 11. A dozen members of the Windsor branch of the Naval Officers' Association attended.

Congratulations were extended at HMCS *Hunter* to members of the ship's company during March, including Ldg. Sea. J. H. Cookson and AB M. B. Crawford who were among those chosen to represent the Royal Canadian Navy (Reserve) at the Coronation and to CPO Arthur Heathcote and CPO William Kelly on being awarded the Canadian Forces Decoration for 12 years service.

HMCS York

HMCS *York's* newly-formed military band has been outfitted with uniforms and instruments and has been practising regularly on Thursday nights under Bandmaster W. W. Steel.

York's trumpet band, which has been functioning for more than a year, will take part in the Toronto Trumpet Band Festival in June.

A surprise party was given by *York's* Wrens for Lieut. (W) Jean Crawford Smith, who has left the Toronto naval division for duty at the West Coast. The party took the form of a dinner at the Civil Servants Club and the guest of honour was presented with an overnight case.

Lieut. (W) Constance Ogilvy, of Toronto, who served in the WRCNS during the Second World War, has succeeded Lieut. Crawford Smith.

The Quidi Vidi Lancers

ALTHOUGH one of the navy's youngest reserve establishments, HMCS Cabot is the proud possessor of traditions going back further than any other naval division in Canada, the St. John's division being the descendant of the first naval reserve to be formed in what was England's oldest colony and is now Canada's newest province.

It was in 1901 that the Newfoundland Government agreed to raise and pay the expenses of maintaining a naval reserve division of 400 men. A recruiting campaign was started and the old corvette *Calypso* was stationed in St. John's as a drill ship.

In 1902, Lieut. Walter Hose, RN, was appointed to the light cruiser *Charybdis* additional for training the Newfoundland Naval Reserve and held this appointment until the spring of 1905.

Almost from its inception, the division became popularly known as the "Quidi

Vidi (pronounced Kiddy Viddy) Lancers", the name being derived from a lake just outside St. John's. If originally the "Lancers" were referred to in slightly derisive tones, it was not long before they came to be regarded with pride and respect.

It was the practice to embark the new entry reservemen at St. John's in the fall of each year and, after a short period at Halifax for kitting up and basic training, they were taken south for the winter cruise divided between HM Ships *Ariadne* (flag ship) and *Charybdis*. When in port they were combined for training purposes.

In the words of the officer who trained them for three years, "The men made splendid seamen, most keen and amenable to discipline, and invariably received the highest commendation from the senior officers who inspected them from time to time.

"In the fleet regattas, they almost without exception used to win whatever boat pulling event they competed in, owing to the exceptionally quick stroke with which they pulled, putting every ounce of weight into the oar when almost at right angles to the boat . . . a stroke which the Newfoundland fishermen used in their dories and which they could maintain for extraordinarily long distances."

In time the division had an opportunity to prove its value to the full and achieved a splendid record of battle honours.

(The Lancers' first training officer was later to become Commodore Walter Hose, Chief of the Naval Staff for Canada from 1921 to 1934 and "father" of what is now the Royal Canadian Navy (Reserve). He retired in 1934 as a Rear-Admiral and now lives at Windsor, Ont. The photographs are from his collection.)



The first group of recruits for the Newfoundland RNR, photographed in November, 1902, before going to Halifax for their first winter cruise.

The same group six months later



'P.D.' BECOMES BYWORD AT NADEN

Passive Defence Course
Organized for West
Coast Personnel

HMCS *Naden*, the RCN Barracks at Esquimalt, has made considerable progress in preparing itself against any possible enemy attack or other form of disaster.

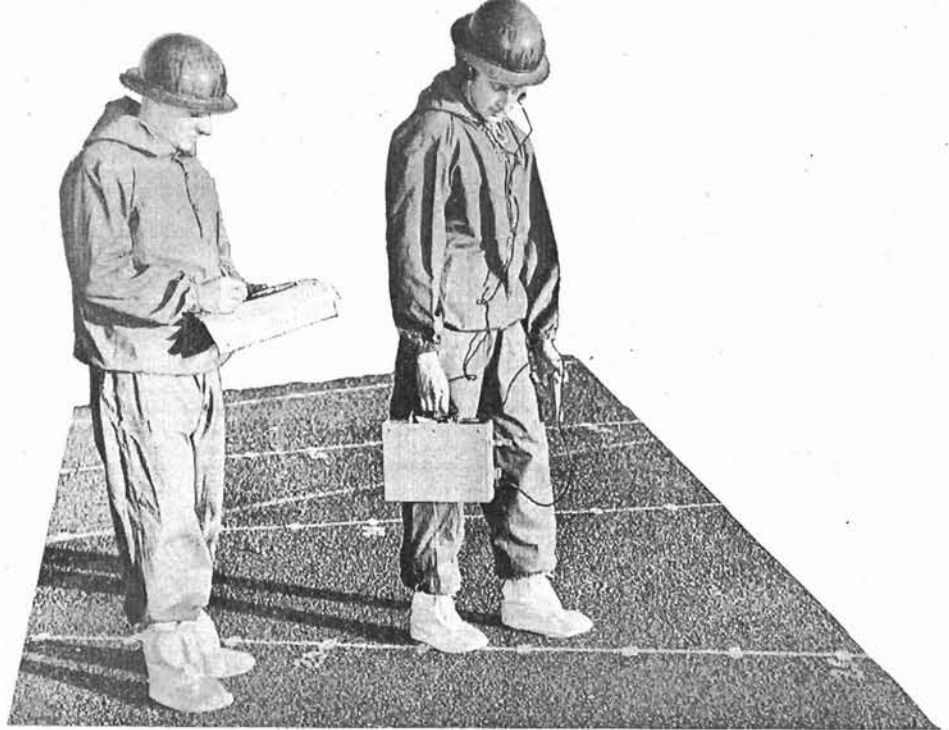
The preparation pattern is summarized in the words, Passive Defence, naval counterpart of an organization more commonly known as Civil Defence.

Dockyards and all other Royal Canadian Navy establishments are responsible for training their own Passive Defence organizations.

Such a training program got under way in *Naden* late last year and there has been no let-up in instruction since that time. Emphasis is placed on such vital operations as decontamination (cleansing and making safe an area contaminated by gas or atomic particles), monitoring (determining extent of radioactivity), fire-fighting, light rescue, heavy rescue and medical studies.

Naden's first PD team consisted of 25 men, selected from widely scattered branches within the West Coast training establishment. The second team numbered close to 50 men, and a similar number are in a third group at present completing training.

The program requires individual team members to take intensive training in one of the aforementioned five phases of Passive Defence for several hours per week for six weeks. All PD personnel must also follow a similar six-week schedule in medical study and practice.



Ldg. Sea. Frederick Court (left) and Ldg. Sea. James Turner of HMCS *Naden's* No. 1 Passive Defence Decontamination Team carry out decontamination drill with a survey meter on the government jetty at Esquimalt. (E-20891)

Decontamination and monitoring courses are conducted by *Naden's* Damage Control School; medical training is provided at the Medical School, while fire-fighting is taught under the direction of the Command Fire Chief. For the present, facilities are not at hand for complete training in light and heavy rescue operations, but instruction in those fields is being conducted on a limited scale.

Lieut. (SB) N. A. Duval, fire-fighting officer on the *Naden* Damage Control Training Staff, is chairman of the Passive Defence Committee of 12 formed seven months ago. Lieut.-Cdr. W. J. Reynolds, officer-in-charge of the Damage Control School, acts as representa-

tive for *Naden* to Pacific Command, and is also responsible for liaison between *Naden's* Passive Defence and Civil Defence organizations.

What is the purpose of Passive Defence?

In the words of Lieut. Duval, "Passive Defence is designed to function in the event of an enemy attack, and to supplement existing services during any peacetime emergency". HMCS *Naden* . . . its personnel and facilities . . . form an integral and extremely important part of not only the naval, but the over-all defence organization in the Pacific Command area.

The PD plan is being prepared to cope with any of the following aspects of Passive Defence or disaster:

Personnel protection; minimizing damage to *Naden* installations; maintenance of essential services; rescue of trapped personnel and handling of casualties; evacuation, and provision of accommodation and immediate requirements of personnel involved; decontamination procedures; allocation of equipment and personnel to emergency stations; control arrangements for activities and equipment in the *Naden* area, and liaison with Pacific Command and Civil Defence organizations.

The Passive Defence program has been extended to take in every officer and man attached to *Naden*, and all have heard lectures and seen films related to such preparedness. This lecture-film series is to be continued in an effort to maintain interest and keep all personnel fully acquainted with the latest in Passive Defence developments.



Members of HMCS "*Naden's*" No. 1 Passive Defence Decontamination Team carry out decontamination drill on the government jetty at Esquimalt. (E-20891).



The Navy Plays



Navy Outpointed By Yacht Squadron

Yachtsmen from the Royal Nova Scotia Yacht Squadron won the Fraser-Harris Trophy April 19 in Halifax harbour. They competed against eight naval entries and one from the Armadale Yacht Club in whaler and dinghy races to win the first official sailing regatta of the season at Halifax.

The annual classic was sponsored by the Royal Canadian Naval Sailing Association under direction of the Commodore, Lieut. (E) G. H. F. Poole-Warren, and the supervision of Lieut.-Cdr. Kenneth E. Grant, officer of the day.

Paul Rowlings piloted the Squadron to a first in the whaler event and Don Gillis of the Squadron came fourth among the dinghies. Payzant of the Naval Research Establishment was second and Lieut. Maurice M. Carey of *Stadacona* came third in the whaler race.

Lieut.-Cdr. Hutchins, of HMCS *Cornwallis*, Lieut. (L) Rod Hutcheson, of HMCS *Shearwater* and Miss Diana Evans, of Naval Research, took first, second and third place respectively in the dinghy race.

Races were run over a course starting from the naval air base under a sunny sky and with a 10-15 knot breeze.

Final Point Standings were: RNSYS 2969; NRE, 2965; *Shearwater*, 2746; RCNSA, 2665; *Cornwallis*, 2624; *Stadacona*, 2600; AYC, 2314; *Huron*, 2245; *Quebec*, 1985; and *Sioux*, 1296.

Officer Returns to Squash Pinnacle

When Lieut.-Cdr. John D. McCormick took over his old job on the staff of the P and RT School at HMCS *Stadacona* this March he also took over a sport he had dominated prior to shifting to HMCS *Naden's* p.t. school a couple of years ago.

He won the *Stadacona* senior final squash title from Lieut. Herbert H. Smith in straight games by scores of 15-8, 15-7 and 15-8. Then he beat Lieut. Brian Bell-Irving to the Command senior title, again by straight games, 15-10, 15-12 and 15-10.



The softball season was launched recently at the international headquarters of Admiral Lynde D. McCormick, USN, Supreme Commander Atlantic, at Norfolk, Virginia. The first ball at the opening game was thrown out by Captain Desmond W. Piers, RCN, Assistant Chief of Staff, Personnel and Administration, for SACLANT. (Official SACLANT photo)

The 1953 senior and intermediate Command squash titles attracted a record 52 entries to the *Stadacona* court. Ldg. Sea. Rowan J. Carroll was an impressive winner of the intermediate final when he defeated Cd. Bos'n J. L. (Scoop) Blades by scores of 15-10, 15-12 and 15-10.

Coverdale Teams Stiff Contenders

Two off-station "junkets" by teams from Coverdale Naval Radio Station didn't produce any victories, but the players in each case had the satisfaction of putting up some stiff competition.

The volleyball team entered the Maritime Volleyball Championship Tournament at Halifax and showed enough form to convince the opposition that Coverdale is likely to produce worthy contenders in next year's bout.

The Wren's Basketball Team, on a trip to Saint John, dropped a fast-moving exhibition game to HMCS *Brunswick's* Wrens. A delightful party and dance in honour of the Coverdale Wrens

proved more than adequate compensation for the loss.

Four ball teams were warming up for the summer season. The Wrens expected to enter the Moncton city league for the second year and the Women's Auxiliary expected to field a team for exhibition games.

The men proposed to have both hardball and softball teams in action.

Navy at Churchill Tops Two Leagues

Spring comes late in Churchill, Manitoba, and by the time the long hockey season had ended the Navy Senior team there was in such fighting trim that it was ready to challenge any other team the Royal Canadian Navy could produce.

Behind their confidence was the fact that the players from HMC Naval Radio Station had swept through the regular season without a loss and had dropped only one game in the playoffs to win the Fort Churchill Garrison Senior Hockey Championship.

That this kind of thing may become habitual was seen in the fact that the Navy Junior Hockey Team, after losing the first two games, came back with three straight victories in the playoffs to take the junior title. The juniors had finished second in the league standings.

Navy Takes Title In Maritime Loop

Down two games in a best of five series, Halifax Navy went on to beat Campbellton Tigers in three straight games to win the Maritime Intermediate hockey championship April 13 at Halifax.

The New Brunswick club, led by the former pro Bud Hellyer, were heavy favourites to win the title after beating the sailors in the first two games of the finals on New Brunswick ice. Over the week-end of April 11, however, the sailors triumphed by scores of 8-1 and 5-2. On April 13 before a crowd of over 2,000, they racked up a 7-3 victory to clinch the title.

The Navy team made scoring records in driving to the Maritime championship. At least twice, in the early

rounds, they scored so heavily in the first of two-game total goal series that the second game in each case was cancelled by the Maritime Amateur Hockey Association.

In the title game, Navy forged ahead with three goals by Ldg. Sea. Rowan J. Carroll to hold the lead in three periods. They grabbed a 4-2 lead in the opening period, made it 6-3 by the end of the second and tallied once again in the final. AB Arnold Riches was also a key scorer with two markers to his credit, while other navy points were made by AB Josephe Peron and PO Ken Guertin.

This is the second time in recent years that the Navy has been champ, having been holder of the intermediate title and quarter-finalists in Eastern Canada playdowns in 1948-49. Next year there was a strong Navy nucleus in the Halifax Armed Services team which got as far as the Eastern Canada semi-finals.

This year, however, it looks as though the Navy club must rest on its laurels. The Ontario Hockey Association says it considers a playoff with an Ontario intermediate winner is not possible due to the late winding up of that league.

Fraser Division Wins Hockey Series

In the second of the winter hockey inter-divisional knockout series at HMCS Cornwallis, Fraser division came through the 12 games as the winner.

Cornwallis had five finalists in its stable of fighters taking part in the Atlantic Command Boxing championships, but had no winners, unfortunately.



The Churchill Naval Radio Station Senior Hockey Team swept through the regular season without a loss, losing only one game in the playoffs to win the Fort Churchill Garrison Senior Hockey Championship. Front row: AB George Barkhouse, AB Wendell McMullin, AB Alexander Buchanan, AB Norman Kelly, Sub-Lt. W. L. D. Davidson, AB Taylor Gordon (Captain), Ldg. Sea. Reginald Turcotte and AB Sidney Fowler. Rear row: AB Alexander Wuschenny, PO Bill Cummings, AB Alexander Griffin, AB Donald Lane, AB Boyd Webb, Lieutenant Commander C. R. Martin (Coach), PO Richard McBurney, PO Raymond Trudel and AB Arnold Karlowsky.

The Junior Air Officer Basic Training Course won the interpart basketball trophy without the midshipmen suffering a single loss. To round up the winter sports schedule, Kootenay division won the Inter-divisional volleyball title after a 12-game knockout tournament had been played.

RCN Bags Two Boxing Titles

The RCN produced two Canadian amateur boxing champions in the Dominion meet held at Montreal May 4

and 5, marking the first time the navy has had a Dominion champion since PO Eddie Haddad represented Canada in 1950 at the British Empire Games. Both this year's winners are from HMCS Stadacona.

In the lightweight division, AB Alfred Dennis Deegan, of Montreal, was given a bye in the first round of the eliminations and won decisions in the semi-finals and finals to win the Canadian lightweight title.

AB Trent Walter Ketcheson, of Norquay, Sask., who won by decision in the semi-finals and finals, became Canadian middleweight boxing champ.

Both fighters were coached by CPO Henri Pare, a veteran Navy cuffer in the lightweight division a few years back.

Volleyball Title Captured by Stad

A dark horse entry from HMCS Stadacona pulled the upset of the year by winning the Maritime Volleyball Championship for the first time. They took the first two of a three-game series 15-6 and 15-8 from a favoured team from St. John's United Church in Halifax.

Navy barely made the play-offs of the all-day tournament at Stadacona gym April 18, against a record of 14 entries from three provinces. Once past that hurdle, the sailors never looked back. They defeated Fairview, N.S., Aces 15-9 and 16-14 in the semi-finals although the Fairview team had romped through



The Navy Junior Hockey Team at Churchill, after losing its first two games in the playoffs, came back with three straight victories to win the Fort Churchill Garrison Junior Hockey Championship. Front row: Ldg. Sea. Ray Bourassa, AB Don Orcheron, AB John Ruyl, CPO Don Crowhurst and AB Tom Ewen. Rear row: AB Alexander Wuschenny, AB Sam Severnuk, Ldg. Sea. Ernie Guise, PO Bryce Eckstein, CPO Ron Emmerson (Coach), AB Gerald MacNutt, AB Arthur Kalinchuk, AB Tom Rait, AB Ralph Coughlin (Captain), AB Bruce Hamm and Ldg. Sea. Fred West.

the round robin tourney with 12 wins. St. John's "A" beat RCAF Halifax 15-1, 15-12 in the semi-finals and then bowed to the sailors in the season's upset.

Organizer, captain and key player in the *Stadacona* team was Cd. Bos'n J. L. (Scoop) Blades. Teammates were Lieut. Roger S. Harris, Lieut. Maurice A. Turner, Lieut. Howard V. Clark, CPO Mel A. Lumley, PO Ray C. Eastman and Ldg. Sea. Rowan J. Carroll.

Navy Gets Spot In Softball Loop

The RCN will be represented in the Victoria Senior "A" Softball League during the 1953 season. The Navy's application for a franchise was accepted, when last year's entry, B. C. Forest Products, dropped from the league.

Workouts commenced the first week in April, and are being held three nights a week with an average of 30 men in attendance. League play commenced the first week in May.

Haida Hoopsters Defeat Athabee

HMCS *Haida* won two basketball fixtures from her sister ship, the *Athabaskan*, during a recent stay alongside in Sasebo, Japan, between Korean patrols of the destroyers.

Thanks to the 14 points scored by pivot man PO John William Ayres, the



Shown above the the Maritime Hockey Champions from HMCS *Stadacona*. Front row, left to right: AB Glen McGregor, assistant equipment manager; PO Ken Guertin, AB Doug (Scotty) Scotland, AB John Bechtold, PO Roy Shedlowski, PO Don Newman, AB Rowland Carroll, AB Joseph Peron, Ldg. Sea. Roy St. John. Back row, left to right: Lieut. Bert Levy, Manager; AB John (Newf) Soreson, Sub.-Lieut. Rene La Roche, AB Arnold (Mumps) Riches, AB Paul Wannamaker, AB Ray (Johno) Johnston, PO Joe Lay, Lieut. Joe Mahar, CPO Sid Wallace, trainer; PO Roy Bird, Cdr. Ray Bowditch, Lieut.-Cdr. G. L. (Joe) Connor, coach; Sub.-Lieut. Joe Duffy, assistant manager. Not shown are AB Les Shofford, only casualty of season who was injured in Digby game, and AB Stan Sparks. (HS-25035)

Haidas took the game with a decisive 42-30. The second contest was harder pulling, although the east-coasters managed again to edge out a fighting *Athabaskan* team 32-31. This *Haida* victory was attributed to Lieut. Norman S. Jackson, who made some deadly shots in the pinches.

Two Puck Trophies For Maggie Teams

HMCS *Magnificent* sailed to the United Kingdom this May with two hockey cups in the trophy case on her

quarterdeck. Her team won the Inter-ship championship at Halifax and went on to take the Atlantic Command title for 1953.

Members of the winning team were Able Seamen Donald Clark, Jim Newman, Arthur Morton, Joe Peron, Joe Gommer, Peter Davidson, Arthur Murphy, Earl Watson and Harry McEwen, Ordinary Seamen Robert Wilson and Robert Berends, Ldg. Sea. Thomas Thompson, PO Edward Piller, CPOs Jack Howe and Archie Simms (coach) and Sub.-Lieut. Rene LaRoche (manager).

Bowlers Go Season Without Loss

Supply "A" team won the *Stadacona* Interpart Bowling League by the difficult feat of playing a whole season without a loss. They also beat out HMCS *Shearwater* and HMCS *Cornwallis* to win the Atlantic Command bowling championship. The talented trundlers were CPO Marcel Bolduc, PO William Gibbs, AB Yvon Rickard, AB Sanford Jamieson and AB Fred Legere.

A Supply team also won the interpart water polo championship by defeating Electrical "A" in the finals in two straight games, 5-0 and 6-1. Ldg. Sea. Cliff Near was high scorer with eight of the Supply team's goals. The winners were coached by Lieut.-Cdr. (S) Edward L. Pendlebury.

Photo Finish In Hoop Tourney

A composite Navy team from RCN ships and establishments in Halifax won the Glass Memorial Trophy at a two-day fifth annual invitation basketball tournament at *Stadacona* gym April 24 and 25.



With the coming of the next hockey season in the fall, the Navy's prospects will be strengthened to the extent of two of southern Alberta's young puck stars. Attested at HMCS *Tecumseh*, the Calgary naval division, as the past hockey season ended, were Ord. Sea. Alvin Bruce Cooke, goalkeeper for the Medicine Hat Tigers of the Western Canada Junior Hockey League, and Ord. Sea. William W. Armstrong, former Medicine Hat Juvenile Hockey League star. Left to right are PO Robert E. Cooke, his brother Alvin, Lieut. (SB) H. W. Wiebe, recruiting officer, Ord. Sea. Armstrong and Ord. Wren Kolleen Keith of the recruiting staff.

With 30 seconds remaining in the final quarter of the last game, Navy and Studley Quakers were tied at 58-all when AB Rod M. Shoveller (captain) sank a layup and Ldg. Sea. Jim Kitchen hooped two free throws to give the sailors a 62-58 decision.

The Quakers led for three quarters, but in the final, Navy made a desperate drive, tied it up at 50-50 and from there on, the teams countered basket for basket until the last half-minute when the Navy made its break count.

Nine Maritime teams competed.

Softball Team Crosses Border

Softball has gone international at Aldergrove Naval Radio Station.

In addition to playing in the Lower Fraser Valley Softball League, the Aldergrove team has arranged games with the nearby American towns of Lynden and Sumas.

Sioux Hockeyists Repeat in East

West Coast glory wasn't enough for the hockey team of HMCS *Sioux*—although it stemmed from a season which saw the team emerge on top in five games out of six played.

Challenges to exhibition hockey games were sent, before the *Sioux* departed for the East Coast, to HMCS *Stadacona* and HMCS *Cornwallis*. The rest is history.

Off the ice for a month, the *Sioux* team retained enough condition to defeat *Stadacona* 5-4 and *Cornwallis* 9-3.

A stellar defence player during the season was AB Ted Audette of Cloverdale, B.C.

TAS School Tops Basketball League

TAS School took top honours in the Stadacona Interpart Basketball League by downing Electrical "A" in the finals.

Final standings were as follows: TAS 27 points, Electrical "A" 25, Electrical "B" 23, Supply 17, JOTLC 16, Wardroom 15, Part Ship 12, ND School 10, Gunnery-Ordnance 8, and MTE, 7 points.

Stadacona Takes Basketball Title

HMCS *Stadacona* defeated HMCS *Shearwater* 63-54 in the final to win the Atlantic Command Basketball championship. Cdr. W. S. T. McCully and PO Ken Sawyer were leading scorers for *Stadacona*. The squad was coached by Lieut.-Cdr. E. W. Burns, RCN(R).

Dalhousie Vets Elect Officers

Douglas Vincent was elected president of the Main Base Naval Veterans' Association, Dalhousie, N.B., branch, at the annual meeting in the Dalhousie club rooms.

Other officers are: Donald Ross, vice-president; Chester Miller, treasurer; Benny LeClair, secretary, and Albert Lehlan, membership secretary. Leo Walsh and James Harris are members of the executive committee.



Commissioned Officer Krogel is shown at the operating position in the amateur radio station in the "L" School. (HS-23565).

AMATEUR RADIO STATION REVIVED

The newly re-activated amateur radio station, VE1NN, located in the Electrical School at HMCS *Stadacona*, has joined the world wide fraternity of amateur radio, commonly referred to as "ham radio".

HMCS *Stadacona* Amateur Radio Club was organized on January 21 with a membership of 13 and elected the following slate of officers: Honorary president, the Commodore, RCN Barracks; director, Officer-in-Charge, HMC Electrical School; president, Lieut. (L) J. A. Kiely; vice-president, PO R. R. Zeits, and secretary-treasurer, Lieut. D. A. Cameron.

The prime object of the club is to enable interested personnel to pursue their hobby and assist as much as possible those who are striving to reach the necessary standards to qualify for an amateur radio licence.

The work of overhauling, refitting and installing equipment was carried out under the direction of Commissioned Radio Officer W. F. Krogel and CPO R. R. Curtis.

The station equipment consists of an 89Q transmitter working on 20- and 75-meter phone or continuous wave. The receiver is an AR88. Associated equipment includes a control panel, speech amplifier, monitor scope and frequency meter. Aerials consist of a long wire approximately 350 feet long, several dipoles and a 20-meter beam under construction.

All the equipment is conveniently grouped around the operating desk where complete control of the station is exercised.



The Chief and Petty Officers' team emerged the winners of the Cornwallis Interpart Hockey League this year after a hard-fought 27-game schedule. They also won an exhibition against *Shearwater* Chief and Petty Officers 10-5. Front row, left to right: CPO L. J. (Ginger) O'Brien, PO Albert Trepanier, CPO Sidney Keast, PO Richard Bryson and CPO Reginald Thompson. Back row, PO John MacDonald, CPO Harry M. Keeler, PO Richard Manderson, CPO Albert Dodd, CPO Thomas W. Kenny, PO Jack King and PO James Ruxton. (DB-2513)

Almost All About Birds

Evidence of the sailors' profound love of nature was found when a correspondent brought to light some tattered copies of *The Record*, a weekly newspaper edited on the East Coast around 1937-38.

The guiding hand behind this publication was Lieut.-Cdr. F. L. Houghton, ably assisted by Mr. George Shilston, Gunner (T), Petty Officer James Arnott, AB Harvey Holmes and a few others.

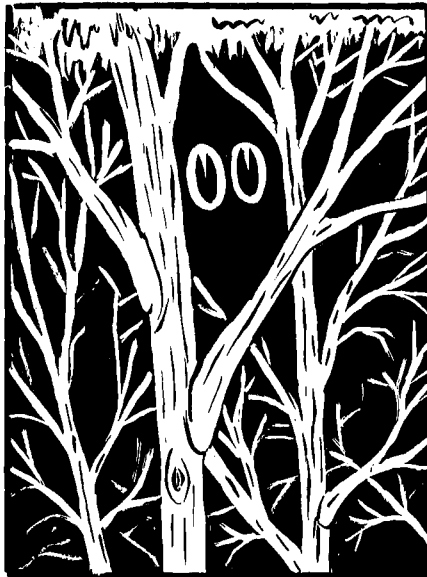
In the following article on ornithology, the author regrets not being able to reproduce the illustrations. The deficiency has been remedied by a Regina bird-watcher, who was able to draw the pictures from (ugh) memory.

Have you ever poked your nose into one of those books that conceal their unsuspected beauties under such frightening titles as "The Ornithologist's Vade Mecum." or "The Birdlover's Guide to the Denizens of the Air"? You have?—Then you are sure to appreciate my own efforts in that direction. The study of birds (and I mean birds and not "birds") is both fascinating and instructive. Here are some excerpts from a volume, fully illustrated (just like the birds themselves) in a variety of colours, that will subsequently be published at an almost prohibitive price. Owing to copyright restrictions I am unable to reproduce any of the illustrations: and anyway why should I give away something for nothing.

297. RED-NOSED POTWALLOPER. (*Tumpus Ridiculus*) MALE: larger than usual, but can be distinguished from smaller birds by its



Red-nosed Potwalloper with young



Tinted Ptarmigan by night

size. This also applies to smaller birds, but naturally they are not so distinguished. FEMALE: careful observation indicates that eggs are laid by the female of this species only. According to Spoforth-Spofforth ("Eggs I have Blown", pg. 696, Culpepper and Colswold, \$1.49) this particular type only lays eggs on Saturday under the mistaken impression they might hatch out before the following Friday. This, however, is not so, as the hatching period has been found to vary with the Rate of Exchange, and vice versa. Little or nothing is known of this species, and observers should forward any information they may or may not obtain to the nearest Post Office for transmission to whom it may concern.

333. TINTED PTARMIGAN. Several coloured plates of this beautiful bird may be found in "Birds I've Never Seen" by Bartimaeus Skringelfetz, the blind ornithologist (Crumb, Copperthwaite, \$2.75 net, \$2.65 without). Doubt exists as to the actual existence of this species, and both Snigg and Carpet are of the opinion that this is Shelley's "Bird thou never wert".

606. PURPLE INKWIPER. This species has no feet, and its members spend their short existence in the air. Eggs are laid at great heights, and are fitted with a peculiar dermatoid integument resembling a parachute which allows them to float

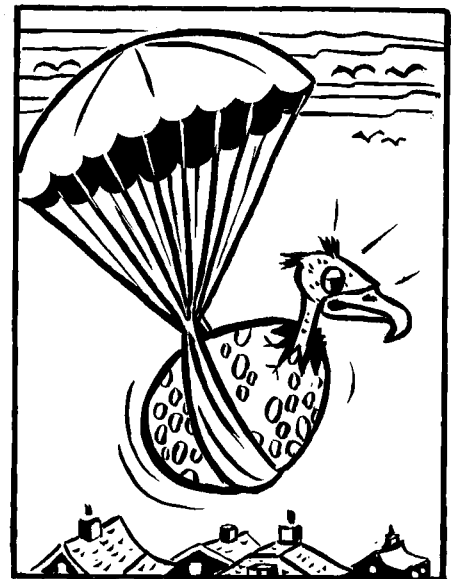
gently down while they hatch in the sun's rays. A stuffed specimen was at one time in the Ornithological Department of the British Museum, but in 1873 this was unfortunately eaten by several ants that escaped from the Entomological Department of the same Building. It is understood that the ants have since died.

765. ORDINARY AUK (*Simplicius Vulgaris* P.) It is understood that the only habitat of this species is in question, but as it is said that it has seldom if ever been seen, it appears that it is difficult if not impossible to say little or anything about it. Perhaps the less said the better.

999. CZECHO-SLOVAKIAN PUFFIN. This extraordinary bird has to be seen to be believed, and even then not sometimes. It has a rufous rump, striped speculum, vinaceous vermiculations, albino axillaries, dichromatic crown, cerulean culmen and lanceolate laminae. It is pectinate, pelagic and pensile. It has curiously crepuscular habits. It seems more and more doubtful that it will ever be seen; which is more than can be said about several things of lesser importance.

That is all for now. If you are still interested, buy the book when it comes out. By the way, it will be titled, very simply, just "Birds". The U.S. edition, printed in New York, will be called, equally simply, "Boids". Thank you.

Let us hope that embryo ornithologists will be aroused to such a pitch by our little article that a concerted cry will arise for an RCN Bird Watching Society.



Newly-hatched Purple Inkwiper

A Year of Progress

New Rules Adopted for Benevolent Fund Entitlement

A substantial increase in aid given and two motions restricting entitlement to fund benefits of RCN and RCN(R) personnel highlighted the eighth annual meeting of the Canadian Naval Service Benevolent Trust Fund at Naval Headquarters April 13 and 14.

Present and former personnel of the Canadian naval forces and their dependents were given financial assistance to an amount of \$123,862.95 by the Fund during 1952, an increase of more than \$20,000 over 1951 disbursements.

A total of 773 applications for assistance were received, 54 more than in 1951, and financial grants or loans were made in 640 cases, 89 more than the previous year. The sum of \$54,595.08 was paid out in grants (\$7,195 more than in 1951) and \$69,267.87 was advanced in loans (\$11,263.83 more than in the year previous).

The general meeting April 13 was attended by 52 delegates and observers from across Canada and from ships and establishments of the RCN. The two restricting motions regarding entitlements follow. The motion concerning the RCN(R) reads:

"RCN(R) personnel must complete five years continuous service in the Active Reserve before they are eligible for the benefits of the Fund, unless,

Investments Give Increased Revenue

An improvement in investments was noted by Engineer Rear-Admiral G. L. Stephens, CB, CBE, RCN, (Ret'd), in his 1952 report to the annual meeting of the Canadian Naval Service Benevolent Trust Fund at Naval Headquarters April 13 and 14.

Invested capital of the Fund as of December 31, 1952, was \$2,550,000 at par value yielding annual interest of \$74,625, an increase of capital of \$18,500 and an increase of \$7,955 over that at December 31, 1951.

The original investment of prize money in short-term, low-interest bonds was changed over in 1952 to take advantage of the drop in price of higher interest bonds since the prize money was first invested. The new bonds, if held to maturity, will provide a net gain of \$36,625, and an annual increase in interest of \$7,850.

- (a) They are qualified by virtue of previous service in the Regular Force, Wartime Service (of any length) or Service in the Active Service Force; or
- (b) While still on the Active List having completed at least three years continuous exemplary service in the RCN(R) an application for assistance is recommended personally by the Commanding Officer of their Division as deserving special consideration."

A further motion was adopted which stated that "Ex-RCN personnel must have completed 12 months continuous service in the RCN to be eligible for the benefits of the Fund, unless:

- (a) they are invalided from the Service for a disability attributed to the Naval Service, or,
- (b) they are qualified by virtue of previous active wartime or RCN(R) service".

The financial audit showed that 1952 ended with an excess of income of \$7,808.15, before taking into account grants for assistance of \$9,793.75 authorized during that year but not as yet settled.

"This rather satisfactory financial position of income and expenditure last year was largely due to the increase in donations received in 1952 amounting to \$20,683.13 as compared with \$10,077.08 in 1951," Engineer Rear-Admiral G. L. Stephens RCN(Ret'd) said in his president's report. "The greater part of this increase came from RCN sources and we are more than grateful to those ships and establishments and officers and men who have contributed to the Fund through Ships and Mess Funds and by personal donations.

"This however is no time to feel too satisfied or rest. The demands on the Fund are increasing and will continue to do so as the Navy expands. There are still several ships who have not directly contributed in 1952 and only approximately 300 individuals out of some 15,000 have taken advantage of the personal allotment scheme.

"We sincerely hope that the interest and support of those ships and establishments already contributing will be continued and that all ships, establish-

Sixth Term at Helm of Benevolent Fund

Engineer Rear-Admiral G. L. Stephens, CB, CBE, RCN, (Ret'd), was re-elected president of the Canadian Naval Service Benevolent Trust Fund for his sixth consecutive term at the eighth annual meeting held at Naval Headquarters April 13 and 14.

Officers elected for the coming year include: Vice-Presidents—R. C. Stevenson, Montreal, and Captain P. Barry German, RCN, (Ret'd), Ottawa, and, re-elected, Willard MacKenzie, Halifax, and CPO D. H. Nelson, Victoria.

The following Board of Directors was elected: Commander A. C. Bethune, RCN(R), (Ret'd), Ottawa; Commodore P. W. Earl, RCN(R), Montreal; Captain (S) Joseph Jeffrey, RCN(R), (Ret'd), London; Griffith Jones, Victoria; Commander K. S. MacLachlan, RCN(R), (Ret'd), Toronto; A. B. Coulter, Ottawa; Lieut.-Cdr.-at-Arms W. Pember, RCN, Victoria; G. C. Dewolfe, Halifax; Commander R. P. White, RCN(R), Ottawa; Lieut. (W) M. E. MacDonald, RCN(R), Ottawa, and Captain (S) C. J. Dillon, RCN, Halifax.

Lieut. (S) Harry McClymont, RCN, of Ottawa, was appointed Secretary-Treasurer, to succeed Lieut.-Cdr. (S) William Woodward, RCN, of Toronto.

ments and personnel will fully support the Fund at this time. It is also gratifying to advise that more interest is being taken in the Fund by RCN(R) Divisions and there is reason to believe greater support will be given this year."

The Auditor General of Canada and his staff, who audited Fund accounts again this year were mentioned gratefully in the president's report, which also had high praise for the members of the three claims committees.

The appreciation and thanks of the directors were recorded for the assistance given by Naval Headquarters, Flag Officers Atlantic and Pacific Coasts, Commanding Officers of Ships and Establishments and Reserve Divisions, the members of their staffs, Chaplains, members of the Department of Veterans Affairs, various Social Services and Welfare Organizations, the Red Cross, Canadian Legion and the many provincial and municipal bureaus "whose assistance has been of the very greatest possible help to the Fund".

The president noted an increase in headquarters staff of the Fund and paid warm tribute to the work of Lieut.-Cdr. Woodward, the secretary-treasurer of the Fund for the past three years. He has been relieved by Lieut. Harry McClymont, who had the job three years ago and who, since then, has been a member of the Central Claims Committee.

MAN OF THE MONTH

(Continued from page 15)

having enough trouble without his presence, the Navy saw fit to draft him back to a Bangor and it was in HMCS *Sarnia* that Guthrie celebrated VJ day.

Every celebration must have its hangover, however, and his consisted of a six-month stint in naval auxiliary vessel *Laymore* dismantling boom defences and anti-submarine gear on the east coast. By all accounts this was a most onerous job that could have only been enjoyed by the German submarine if it had been carried out during the war.

After this he spent a year on the West Coast in the Reserve Fleet. It must be stated that during this period he was not rammed.

Finally he received a two-year shore draft to HMCS *Chatham* in Prince Rupert. In spite of the constant rain he did not grow the "webbed toes" said to be characteristic of the inhabitants of this region. He enjoyed his stay in Prince Rupert very much and was a member of the All-Star Baseball Team that took its share of prizes in the "Northern British Columbia and Alaska League".

He was in HMCS *Ontario* for both the Australian cruise and the Royal tour. An avid swimmer, he became a connoisseur of some of the world's most famous beaches and their accessories. An experienced member of this ship's famous softball team he aided in defeating all American, Australian and assorted infidels who had the audacity to challenge the Canadians' supremacy in this field.

After taking a quartermaster instructor conversion course, Chief Guthrie joined his present ship on August 25, 1952.

Although his present duties include standing Officer of the Watch, thus assisting the scientists in certain phases of their work, he also does his full job as Coxswain.

Chief Petty Officer Guthrie was one of three brothers who served in the war. His younger brother was lost in HMCS *Valleyfield*. His older brother is still in the service, a Chief Petty Officer in HMCS *Unicorn*, The Saskatoon Naval Division. To date no male heirs have joined the families of either of these stalwarts. But between them they have three daughters (one *Cedarwood* Guthrie and two *Unicorn* Guthries) and the WRENS are recruiting!—L.G.S.

GUNNERY'S HALL OF FAME

In HMC Gunnery School, at Halifax, is a Hall of Fame featuring portraits of the officers who have been in charge of gunnery training on the East Coast since its inception some 37 years ago.

The gunnery "empire" has dug up a considerable amount of information on its record of service in the RCN, as a means of adding its own Canadian traditions to those inherited from the Royal Navy. The Hall of Fame, a series of photographs of the officers who have commanded the school, is part of this project.

It adorns the main corridor of the school and serves as constant reminder of the part the gunnery branch has played in the growth of the RCN. There are 17 framed portraits, and the earlier ones bring to mind the struggles of the Royal Canadian Navy, first for its very existence, then for due recognition.

The Hall of Fame begins with Commander Arthur F. L. Atwood, who transferred to the RCN in 1917 after serving on loan from the Royal Navy. He retired in 1920 as a captain and, as a civil servant, became Armament Supply Officer at Halifax. He retired from the Civil Service in 1930 and died on December 30, 1950.

Next was Lieut. Victor G. Brodeur, who retired as Rear-Admiral Brodeur, Commanding Officer Pacific Coast, in 1946.

Unicorn Presented With Unique Souvenir

The wardroom of HMCS *Unicorn* today has a unique and stirring reminder of the Battle of Trafalgar, through the generosity of Major D. Fusedale of Saskatoon.

At the Saskatoon naval division's annual award night, which saw Major Fusedale's daughter, Ord. Wren Dorcas Fusedale, carry off honours as the division's best Wren new entry, a framed photograph of the log of HMS *Euryalus* for October 21, 1805, was presented by Major Fusedale to Commander O. K. McClocklin, *Unicorn's* commanding officer.

The date entered on the log was that of the Battle of Trafalgar and the *Euryalus* was one of the stout ships in Lord Nelson's fleet.

The log, the original of which is in possession of Lloyds of London, records the reception of Admiral Nelson's immortal exhortation that "England expects that every man will do his duty" in the battle to follow. The photographic copy was obtained by Major Fusedale while serving overseas in the Second World War.

Mr. W. D. Johnson, Commissioned Gunner, served as officer-in-charge for varying periods during some of the "lean" years of the Navy. He is now living in retirement.

Lieut. Adrian M. Hope followed as officer-in-charge. He retired in 1951 in the rank of commodore and was the senior gunnery officer of the RCN on leaving the service.

Lieut. Richard Oland came next. He died in Canada, in the rank of captain, during the Second World War.

Lieut.-Cdr. J. W. R. Roy was next in succession. As her commanding officer, he went down in the *Margaree* in 1940.

Then came Lieut.-Cdr. Archibald H. Baker. He is now a lieutenant-commander in charge of the diving depot and Superintendent of Diving in HMC Dockyard, Halifax.

Following him was Commander E. P. Tisdall, now Commodore of the RCN Barracks, Halifax.

Rear-Admiral Hugh F. Pullen, who on April 1 became Chief of Naval Personnel at Headquarters, served as officer-in-charge of the Gunnery School as a lieutenant-commander.

The next portrait is that of Lieut. W. G. Ross, who as an ordnance captain is now Director General of Naval Ordnance.

After him was Lieut. St. Clair Balfour, now a retired captain, RCN(R).

Lieut. M. A. Medland, the next in succession, is now an acting commodore and is Naval Member of the Canadian Joint Staff, Washington.

Next in line is Lieut. T. C. Pullen, younger brother of Rear-Admiral Pullen and now a commander and executive officer of HMCS *Cornwallis*.

Lieut.-Cdr. Sir R. Thomas Butler, Bart., was officer-in-charge while on loan to the RCN from the Royal Navy.

Then came Commander F. R. Base, who retired in 1951 as commanding officer of HMCS *York*, in the rank of captain, RCN(R).

The most recent picture is that of Lieut.-Cdr. Leo P. McCormack, who headed the Gunnery School from 1947 to 1950. He is now a commander and Staff Officer (Gunnery) to the Naval Member in Washington.

Commander G. M. Wadds, present officer-in-charge, will be photographed and his portrait placed with the rest when he moves on to a new appointment. Thus the gallery will expand through the years, linking present and past in the Gunnery Branch and the Navy as a whole.

BIRTHS

To Able Seaman Ronald Belleville, Coverdale Radio Station, and Mrs. Belleville, a son.

To Instructor Lieutenant-Commander Emilien Boulé, HMCS D'Iberville and Mrs. Boulé, a daughter.

To Petty Officer R. E. Burton, HMCS Cape Breton, and Mrs. Burton, twin sons.

To leading Seaman J. Connors, HMCS Stadacona, and Mrs. Connors, a son.

To Able Seaman J. Cotter, HMCS Cape Breton, and Mrs. Cotter, a son.

To Leading Seaman Frederick Joseph Dionne, HMCS Haida, and Mrs. Dionne, a daughter.

To Leading Seaman John Elliott, HMCS Haida, and Mrs. Elliott, a daughter.

To Leading Seaman Reginald Paul Grant, HMCS D'Iberville, and Mrs. Grant, a son.

To Leading Seaman C. Hawboldt, HMCS Cape Breton, and Mrs. Hawboldt, a son.

To Lieutenant (L) L. G. G. Holtby, HMCS Stadacona, and Mrs. Holtby, a son.

To Chief Petty Officer J. W. Jackson, HMCS Stadacona, and Mrs. Jackson, a son.

To Chief Petty Officer G. W. Johnson, Coverdale Radio Station, and Mrs. Johnson, a daughter.

To Chief Petty Officer C. J. Jolliffe, HMCS Quebec, and Mrs. Jolliffe, a son.

To Able Seaman Joseph LeBlanc, HMCS Cornwallis, and Mrs. LeBlanc, a daughter.

To PO Allan McLean, Coverdale Radio Station, and Mrs. McLean, a son.

To PO George Mitchell, HMCS Haida, and Mrs. Mitchell, a son.

To Able Seaman, W. Moore, HMCS Portage, and Mrs. Moore, a daughter.

To leading Seaman Alvin Nelles, Aldergrove Radio Station, and Mrs. Nelles, a daughter.

To Able Seaman W. Nickerson, HMCS Stadacona, and Mrs. Nickerson, a daughter.

To Chief Petty Officer E. R. Penney, HMCS Gloucester, and Mrs. Penney, a son.

To Leading Seaman William Penny, HMCS Naden, and Mrs. Penny, a son.

To Leading Seaman R. Rickey, HMCS Portage, and Mrs. Rickey, a daughter.

To Able Seaman Ray Ruttan, HMCS Haida, and Mrs. Ruttan, a son.

To Able Seaman C. W. Simser, HMCS Gloucester, and Mrs. Simser, a daughter.

To Leading Seaman R. Spence, HMCS Cape Breton, and Mrs. Spence, a daughter.

To Petty Officer Fred Treleaven, HMCS Swansea, and Mrs. Treleaven, a son.

To Chief Petty Officer Leonard Trudel, HMCS Algonquin, and Mrs. Trudel, a son.

To Lieutenant-Commander (S) D. M. Walton, HMCS Cornwallis, and Mrs. Walton, a daughter.

To Leading Seaman Tony Veinpel, HMCS Naden, and Mrs. Veinpel, a daughter.

WEDDINGS

Able Seaman David Gerard Carruthers, HMCS Donnacona, to Miss Mildred May Cavan, of Notre Dame de Grâce, Que.

Able Seaman Roger Joseph Giroux, HMCS Stadacona, to Miss Dorothy Catharine Saltzman, of Halifax.

Able Seaman James Holmes, HMCS Magnificent, to Miss Vera Holmes, of Toronto.

Able Seaman E. L. Hucker, HMCS Cornwallis, to Miss Vera Marie Bantrock, of Windsor, Ont.

Leading Seaman Thomas Keighan, HMCS Magnificent to Wren Margaret Willis, Coverdale Radio Station.

Petty Officer John W. Kelly, HMCS Magnificent, to Wren Dorothy Ellefson, Coverdale Radio Station.

Lieutenant-Commander William M. La Nauze, HMCS Stadacona, to Sub-Lieutenant (MN) Margaret Eleanor Stonhouse, HMCS Stadacona.

Petty Officer Paul Larivière, HMCS Algonquin, to Miss Elizabeth Ames, of Victoria.

Able Seaman Norman MacIntyre, HMCS Portage, to Miss Shirley Gallant, of Newcastle, N.E.



Clothing donated by the Victoria branch of the Navy League of Canada and canned goods and candy, given by the ship's company of HMCS Athabaskan were gratefully received by inhabitants of a small UN-held island off the west coast of North Korea. Ord. Sea. John Dickson (left) and AB William Aller are seen fitting a child with warm clothing during the destroyer's visit. (AN-215)

Leading Seaman Dean Marsh, HMCS Beacon Hill, to Miss Shirley Cordick, of Calgary, Alta.

Ordinary Seaman Dennis J. P. Martin, HMCS Cornwallis, to Wren Aline Gingras, HMCS Cornwallis.

Able Seaman David Prentice McKinnel, HMCS Discovery, to Miss Joan Elizabeth MacQueen, of Vancouver.

Leading Seaman Allan McRae, HMCS Cayuga, to Miss Patricia Balma, of Victoria, B.C.

Ordinary Seaman Barry Nesbet, HMCS Naden, to Miss Elsie Jones, of Victoria, B.C.

Able Seaman Phillip Olsen, HMCS Antigonish, to Wren Lillian Fleming, HMCS Naden.

Able Seaman Ronald Reid, HMCS Portage, to Miss Joan Michell, of Victoria, B.C.

Able Seaman Laurence St. Laurent, HMCS Naden, to Miss Lorraine MacVean, of Victoria, B.C.

Ordinary Seaman Harold Vaughan, HMCS New Waterford, to Miss Barbara Peters, of Victoria, B.C.

Able Seaman Jack Wemp, HMCS La Hulloise, to Miss Vivian Scott, of Sheet Harbour, N.S.

Able Seaman Frederick Young, HMCS La Hulloise, to Miss Mary Donaldson, of Eastern Passage, N.S.

Kong, which illustrates, I think, the high prices paid for the less "vitaminized" gash of the RN.

A. C. CAMPBELL,
Lieut.-Cdr., RCN,
Ottawa

Dear Sir:

On reading the April issue of *Crowsnest* I would like to draw your attention to an error in the article "Man of the Month", page 16 centre column, in which it is stated that the *Niagara* took the *Candytuft* in tow. The correct version of this incident is as follows:

The *HMS Candytuft* blew her boiler shortly after "darken ship" on the night of September 9, 1941. HMCS *Bittersweet*, another flower class corvette was ordered to stand by. The following morning, September 10, the *Candytuft* was taken in tow by the *Bittersweet* and proceeded to return to St. John's, Nfld. In the early hours of the morning of September 11 the *Niagara* arrived with medical aid. She left again before noon leaving medical assistance aboard the *Candytuft*. No doubt PO Newman was one of these men, but to state that the *Niagara* towed the *Candytuft* is a gross error, as she had already been in tow 24 hours before the *Niagara* arrived.

My only reason in writing is that you may wish to correct this error. I was serving on the *Bittersweet* as a leading stoker at the time.

A. FLEMING,
ex-Chief Stoker, RCNR.

187 Arthur Ave.,
Springfield Park,
Chambly County, Que.

LETTERS TO EDITOR

Dear Sir:

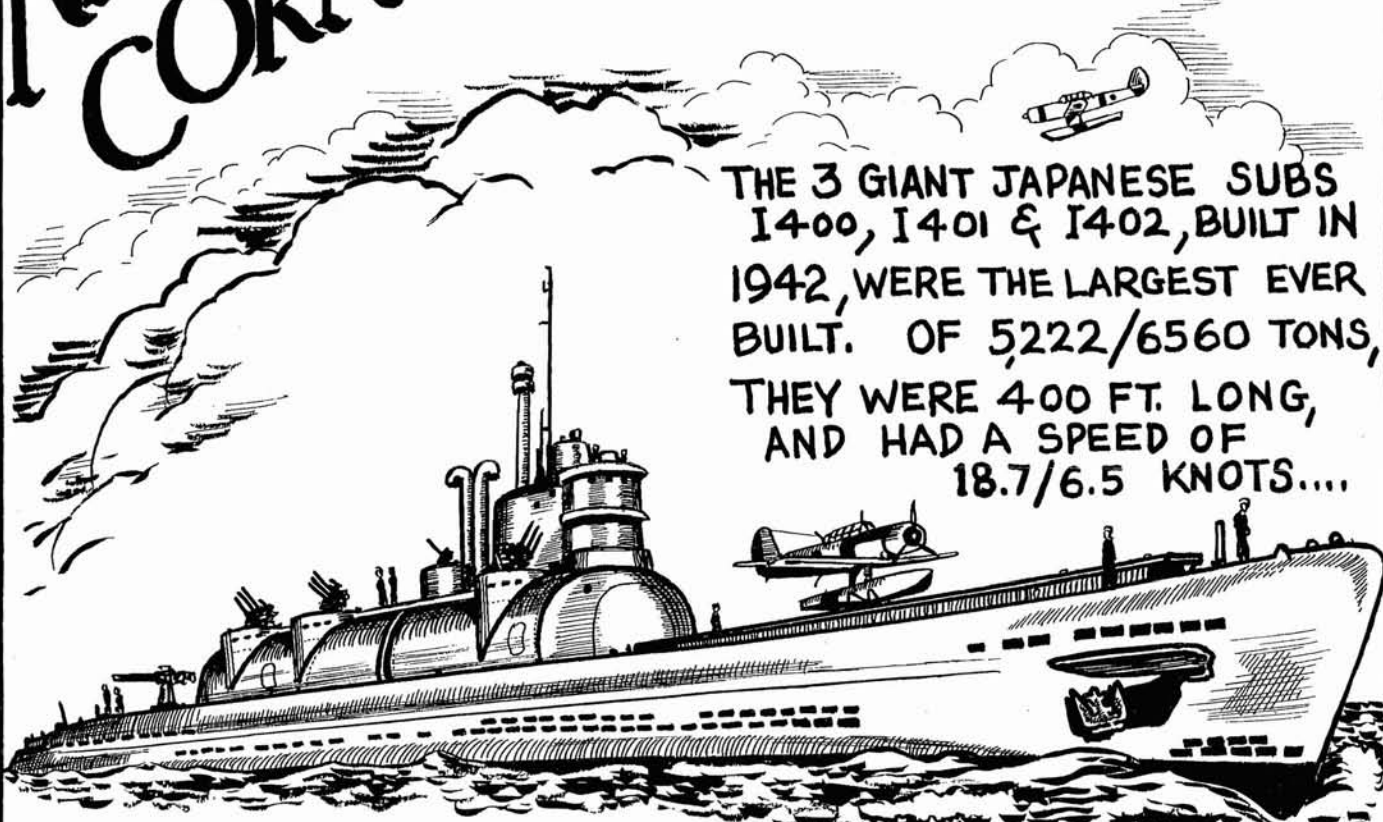
I read your article on "Jenny's Girls" with enjoyment, and it calls to mind a visit to Hong Kong in HMCS *Anson* in 1946. Anticipating our arrival, "Sampan Jenny", as she was known to us, was lying in wait for us near our assigned berth, flying an eight breadth green flag on which was embroidered in gold, "Welcome HMS *Anson*".

At that time she and her crew had acquired a brand new junk with beautifully varnished decks and kept in the best "Bristol fashion". This handsome vessel was purchased with the proceeds of the "gash" collection from our ship during a previous sojourn in Hong

NAVAL LORE CORNER

NO. 12

THE LARGEST SUBS
EVER BUILT*



THE 3 GIANT JAPANESE SUBS
I400, I401 & I402, BUILT IN
1942, WERE THE LARGEST EVER
BUILT. OF 5222/6560 TONS,
THEY WERE 400 FT. LONG,
AND HAD A SPEED OF
18.7/6.5 KNOTS....

.... THE ARMAMENT INCLUDED
ONE 5.5 IN. GUN, 8 21 IN.
TORPEDO TUBES, AND 25
MM A.A. GUNS. 3 SEAPLANE
BOMBERS WERE CARRIED. THE CONNING TOWER WAS
SET TO PORT, WHILE A LONG HANGAR WAS ON THE
STARBOARD. A CATAPULT WAS SITUATED ON THE FOREDECK..

* IN THE FEBRUARY 1952 'NAVAL LORE CORNER' IT WAS STATED THE FRENCH
SUB 'SURCOUF' WAS THE LARGEST EVER BUILT, THAT INFORMATION WAS IN ERROR...

J.M. THORNTON



13,300-6-58
Q.P. 203134
N.D. 575-694

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Printer to the Queen's Most Excellent Majesty
1953